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PRINCIPAL CONTENTS.

Baltimore and Ohio Railroad.....1029
Old Colony and Newport Railroad.....1030
The Hoosac Tunnel.....1031
Vicksburg and Meridian Railroad.....1032
Railroad Earnings.....1035
Federal and State Securities.....1036
Interest and Dividend Tables.....1034, 1037
Railroad Share List.....1042
Preferred and Guaranteed Stocks.....1048
Stock Exchange and Money Market.....1049
Journal of Railroad Law.....1052
Concord and Claremont Railroad.....1053
Boston and Albany Railroad.....1053
Commerce of New York.....1053
Boston, Hartford and Erie Railroad.....1053
Chicago and St. Paul Railroad.....1054

American Railroad Journal.

New York Saturday, October 24, 1868.

Baltimore and Ohio Railroad.

The regular monthly meeting of the directors of this company was held in Baltimore on the 14th inst. John W. Garrett, Esq., President, in the chair.

After the transaction of the usual routine business, the committee on finance reported the following resolutions, which were adopted:

Resolved, That a dividend of four per cent. be declared on the stock of the main stem of the Baltimore and Ohio Railroad Company, payable on and after the 30th of October instant, at the Merchants' Bank of Baltimore, and that the transfer books be closed on the 19th, and remain closed until the 31st instant.

Resolved, That the United States tax be paid by the company.

Resolved, That a dividend of five (5) per cent. be declared on the stock of the Washington Branch Railroad for the half year ending the 30th of September last, payable on and after the 16th of October at the Merchants' Bank of Baltimore.

Resolved, That the United States tax be paid by the company.

The President submitted the fortieth annual report, which was read and adopted, and ordered to be printed in pamphlet form, to be presented to the annual meeting of the stockholders to convene in November.

The President stated that he had been advised by President Hughart and the Chief Engineer, (B. H. Latrobe, Esq.,) of the Pittsburg and Connellsville Railroad Company, that the competition for the work recently advertised for proposals had been very active, 173 bids having been received. Awards have been recommended and confirmed of contracts to parties, who are reliably represented to be able, experienced and effective, for 38 sections of the road between Connellsville and Cumberland, which embrace all the heavy work on the line. The work awarded is estimated, at the prices bid, to amount to $1,393,905.

The estimates upon which the financial arrangements for this company were made were based upon the condition of the labor and provision market when higher than at present; and the President had the gratification to state that the work as contracted for, would amount to $253,901 less than those estimates. The contracts were doubtless secured at these prices in view of the certainty of prompt cash payment for the work as it progresses. This reduction in the cost enables the Pittsburg and Connellsville Company to decide to arch the tunnels upon its line permanently as those works are constructed. As the line is singularly free from water courses, and those which are crossed are of limited width, it has been determined that all the bridges shall be constructed upon durable masonry and of iron, so that the whole work will be of first class character.

The seven per cent. first mortgage bonds on the Pittsburg and Connellsville road, which are being sold at ninety per cent., with the accrued interest, are proving a very favorite investment, and the prospect is that the entire amount will be disposed of in advance of the requirements of the company. The contracts require the heaviest work to be completed within two years, and the work on sections of a lighter character will be contracted for in such time as to insure the completion of the whole line within that period.

Much interest and enthusiasm are exhibited in reference to this work upon the entire line to Pittsburg and in the Northwest. The importance of the road to the interests of this community cannot be overrated. Such was the practical appreciation of the advantages of the road to the region through which it passes that the right of way has been granted without charge, with trifling exceptions, upon the entire line.

The President stated that the business of the Baltimore and Ohio Company continued very heavy. The tonnage eastward and westward was alike large. The aggregate revenue for September of the main stem, the Washington and Parkersburg Branches, the Winchester and Potomac, Washington County and Central Ohio roads, was $966,915 99, showing an increase upon September, 1867, of $58,868 46. The transportation of coal, exclusive of that for the company's use, exceeded 95,000 tons during that month. The present equipment of the company for this trade continues to be fully employed, and should the enormous demand for the gas and semi-bituminous coals continue, it will doubtless be the policy of the company to increase the plant for this traffic.

The decision of the North German Lloyd to place two additional first class steamers upon the line between Baltimore and Bremen was some time since communicated. The work upon those steamers, which are being built by the Messrs. Laird, upon the Clyde, is progressing with such rapidity as to insure that they will be placed upon the line early in the ensuing spring. That company decided to open subscription books for four thousand shares of additional stock for the Baltimore and Bremen line to supply a portion of the capital needed for the new steamers. By the last mail the "Weser Zeitung," published at Bremen, September 28, has been received, in which the following statement appears:

"*North German Lloyd.*—The subscription books opened to-day for four thousand shares North German Lloyd stock, letter B. of one hundred rix dollars each, show that 137,600 shares were subscribed, so that subscribers will receive about 29 100 per cent. of their subscriptions in stock. This is the more remarkable as fifty per cent. of all subscriptions had to be deposited in cash at the time of subscribing."

What a pregnant fact is presented by this action of the astute merchants and capitalists of Bremen. In less than a year the vast economies and advantages on the part of Baltimore and the Baltimore and Ohio Railway and its connections for the interchange of business for the transportation of emigrants have been so palpably exhibited that, upon an application for $400,000 of capital, more than *thirteen millions* are proffered to participate in the enterprise.

There is no community in Europe in which the merchants are better informed or more sagacious than the merchants of Bremen. These careful capitalists have thus practically shown that they understand that steamships plying betwixt Bremen and Baltimore, through which, as compared with New York, nearly 300 miles of land carriage to the West are saved—a port at which coal is furnished at more than two dollars per ton less than the cost of the same fuel in New York—combined with the advantages of the lowest charges, a most convenient harbor, and the best

steamship piers on this continent, must control the transfer of a large portion of the business heretofore transacted with New York to Baltimore, and that the profits of steamers engaged in this trade must prove handsomely remunerative. This action of these capitalists is not based upon theory or speculative views, but is founded upon an experience which has shown that without difficulty traffic has been organized from the very commencement of the line of a profitable character, and to an extent at once greater than the capacity of the steamships placed in the trade.

The arrangements made for the convenience of emigrants have proved entirely satisfactory. The maximum of economy and comfort has been realized by these arrangements. The steamships are placed upon their arrival alongside a covered pier, through which a double track railway extends for 650 feet. Emigrants pass simply over the intermediate platform from the steamship to the cars, and without delay, as soon as their baggage is examined by the custom house officers, are transported to the West.

The steamship company has also arranged that, in case of delay in passing all the large quantities of baggage during the first day, the portion of the emigrants detained from this cause are kept on board until the following morning without extra charge. Thus every emigrant that uses this excellent route becomes an agent through whom its merits are advertised.

A striking evidence of the appreciation of the line was recently shown by the fact that tickets were furnished for nearly 1,800 emigrants arriving by one steamer, by the Baltimore and Ohio road, who were distributed to different points in *sixteen States and Territories*, to all of which passage was furnished at a cost materially less than the rates from New York. The increasing business of the port in tobacco, cotton, naval stores, etc., and in articles imported from Germany, France and England, assure a continuous and permanently large business for the steamers of this line. Adjourned.

Old Colony and Newport Railroad.

The income of this road for the years ending May 31, 1867 and 1868, was as follows:

	1867.	1868.
From passengers	$822,199 09	$766,060 75
" freight	469,317 49	436,295 58
" rents, etc	25,054 02	19,250 64
" expresses	27,954 17	35,776 45
" mails	10,750 00	23,913 26
" extra baggage	.....	2,139 76
" A. Holmes, $37,078 73, less note $985 22	.....	36,093 51
" miscellaneous	5,588 30	4,919 58
	$1,369,863 07	$1,324,449 53

The expenditures in 1867–'68 were:

Passenger department	$96,341 58	
Merchandize department	105,977 82	
Locomotive department	228,335 20	
Maintenance of way	180,291 18	
General expenses	39,792 12	
Miscellaneous expenses	126,422 28	
		777,160 18
Earnings less expenses		$547,289 35
From which deduct—		
Town, city & State taxes	$72,303 91	
U.S. taxes on gross rec'pts	17,849 68	
Coupons and interest	142,992 72	
		233,146 31
Net earnings		$314,143 04
Add balance of income per last report		187,687 23
Total		$501,820 27
Deduct dividends January and July, 1868, 3 per cent. each and U. S. tax		306,246 32
Balance May 31, 1868		$195,583 95

Compared with the previous year the gross income shows a decrease of $36,413 54, with a decrease in working expenses of $85,928 88—making the increase in net earnings, $49,515 34. The amount paid for interest and taxes is $44,658 96 in excess of the previous year. The increase of net income, after payment of interest and taxes, is therefore $4,856 38. The report says:

Your directors found it expedient in August last to dispose of $1,000,000 of the bonds authorized by vote of the stockholders at the last annual meeting, and they were sold at par, less brokerage, payable in ten years from Aug. 1, 1867, with interest at seven per cent. per annum, payable semi-annually. In November, a further sale was made of $388,000 of the bonds at a premium. These sales were considered to be made on favorable terms.

There have been paid during the past year, of the bonds which matured April 1, 1867, $5,000; December, 1867, $179,000; April 1, 1868, $59,500; notes payable account has been reduced, $570,000, and the remainder of the proceeds arising from the sales of bonds has been applied to the various expenditures charged in construction account, and a considerable portion appears in bills receivable account.

The expense of working the road for the last year has been about $77,000 more than for the year ending May 31, 1866; but, since then, the Dighton and Somerset Road, thirty-three miles in length, has been added to our road, and the trains were run last year 224,410 miles more than they were run in 1866.

About a hundred and fifty tons of steel rails have been laid down, which thus far have proved very satisfactory; and in those portions of the track subject to much use in shifting trains, &c., there is no doubt it is economy to use them.

During the past year one new locomotive, and ten new merchandise cars, have been added to the rolling stock, and charged in the expenses of the year. One new baggage car has been built, and ten passenger cars and two express cars have been re-built at the shop.

The town, state, and United States taxes amounted, last year, including $15,312 32 tax on dividends, to $105,465 91, which equals nearly one fourth of the net profits of the road.

The present system of taxation is not only unequal in its operations, but of doubtful expediency. It tends to create a prejudice against rail road companies, as it compels us to increase our rates largely to earn the amount net which we pay for taxes. The taxes would be more cheaply collected if levied in some way more directly from the people, as only forty per cent. of our earnings remains after paying expenses. Those who use the road have to pay the tax, while others are exempt from it; and they cannot expect any further material reduction of rates of fare, so long as this excessive system of taxing the business of the road is continued.

Owing to competition, the business to and from New York, in connection with our road, has fallen off about $94,000 the past year, as compared with the previous year; but this is in part made up by an increase from other sources, which has been about $57,000, although some of the largest business establishments on the line of our road have done less during the past year than for several years past.

Though the prospect of business for the present is not flattering, we may reasonably look for a gradual increase in our receipts the coming year, and for a material increase within a few years. But to insure such increase, a line of steamboats to New York in connection with this road must be maintained, and remunerative rates received; and it may be for the benefit of this company to aid the Steamboat Company in some way, to a reasonable extent, for that purpose.

The rates of fare and freight were reduced last year about ten per cent., and have been further reduced this year at several points. This we have done to meet the wishes of our patrons, as it is our desire to accommodate them as far as a proper regard to the interests of the company will permit. We have also somewhat increased the train accommodations. So far as we understand the sentiments of those who use our road, the traveling public are generally quite well satisfied with the rates of fare and freight now established, and with the train and depot accommodations afforded them. Our depots are generally in good condition, thorough repairs having been made on those which required it, except those at Quincy, South Weymouth, Plymouth, and Middleborough, which are to be reconstructed.

At the request of numerous persons living on the line of the road who desired to attend public worship in the city, Sunday trains have been run between Boston and South Braintree since February last, at hours most convenient for the people to attend church in the city. These trains appear to be satisfactory to the public, and have been well filled. This arrangement seems necessary for the public accommodation, on account of the discontinuance of the Horse Railroad.

The business on the Dighton and Somerset Branch is gradually increasing, and it is hoped that it will eventually become large enough to justify the cost of the road, although so much greater than was anticipated.

The road bed, bridges, track, fencing and rolling stock, are now in as good condition as they were at the commencement of the year. The Pile Bridge across Taunton Great River at Somerset is in good condition, the piles not having been materially affected by the worms. The drawbridge works well, and is so far as we know, very satisfactory to the public.

The track over which the trains with New York passengers pass between Boston and Newport is now in excellent condition, and the trains pass over it as smoothly and with as much comfort to passengers as over any other track in this part of the country.

It may be expected that hereafter the average cost of maintaining the track will be greater than it has been the past year; but the cost of repairing the depots, bridges, and fences has been larger the past year than it ought to average for some years to come. We have built about fifteen miles of new fence the past year, and considerable should be rebuilt this year. Although we have done some gravelling on the old road bed, much still remains to be done.

There was considerable detention of trains last winter near Newport, occasioned by accumulations of snow upon the track during heavy storms. The close board fences which we have since erected at the points where the detentions took place, will, we hope, protect the trains, from such occurrences hereafter.

The cost of the work done the past year and charged to construction account has somewhat exceeded the estimate in our last report, and the excess, when the work is completed, will be about $50,000. We have, the past year, expended about $80,000 less than the estimate proposed to be done during the year, so that work to the extent of about $130,000 remains to be done the coming year.

The passenger depot, including raising the grade to the drawbridge, relaying all the tracks, making the sidewalks for the sides and front of the depot, furniture for the passenger and office rooms, heating apparatus, fixtures and cooking apparatus for restaurant, gas-fixtures, platform at south end of depot, clock tower and clock, &c., &c., will, when completed, cost about $170,000.

In considering the cost, it should be remembered that the depot covers one and one quarter acres of land. Deducting the cost of grading and relaying the tracks, making the sidewalks and outside platform, the restaurant, furniture, and fixtures, it will not much exceed the estimated cost, notwithstanding several improvements have been adopted as the work progressed. It appears to give much satisfaction. Our aim in remodelling and reconstructing it was to give it all the modern improvements and conveniences, having regard to space and light in the main hall, and ladies' and gentlemen's apartments, and that part

of the building where passengers enter and leave the cars.

The repair-shops (including making the land and preparing the foundation, completing the wharf, the new fixtures, power and machinery, enclosing the grounds, the engine-house and turntable, buildings for emigrants and the express-business in Boston proper) will cost about $25,000 more than the estimate; but the wharf, steam-power of shops, fence, and other additions and improvements which have been made, were not included in the estimate.

It has been necessary hitherto, to run the locomotives across the drawbridge and Fourth street at the end of Dover street Bridge to the engine-house at South Boston, whenever necessary to turn them after hauling trains into the Boston depot. As this occurs almost constantly, and is a very inconvenient and somewhat expensive arrangement, it has been thought best, in order to avoid it, to construct an engine-house and turn-table on South street, where our tracks connect with the tracks of the Boston and Albany Railroad; and the work is now being done, and will soon be completed. The additional room afforded will be needed for the storage of our engines when the old engine-house and shops are disposed of.

The change of the location of the road in Boston, and construction of new passenger, freight, and engine-houses, and new repair shops and accommodations, will cost a large sum; but when the depots and repair shops with their appurtenances are completed, we shall have, probably, as desirable and convenient arrangements (not only for the present, but for a largely increased passenger and freight business, and for building and repairing locomotives and cars) as any road in New England.

When our present works and machinery are transferred to the new repair shops, we shall have real estate in South Boston for sale, which is now taxed by the city at a valuation of about $350,000. We think it will bring in the market at least $300,000 when there is a demand for it.

All controversies relating to land and land damages in Fall River have been settled.

The claims for land and land damages on the Dighton and Somerset Branch have also been settled, with the exception of a few cases in Taunton and Dighton, in which the Company, believing the demands of the claimants unreasonable, have caused proceedings to be commenced before the county commissioners for determination of the same.

The Hanover Branch Road, which is about seven miles in length, and connects with our road at North Abington, has been opened to public travel.

Our arrangements continue satisfactory, as heretofore, with connecting roads, except that we are not adequately paid for the business we do in connection with them; especially in view of the great outlay we have made in depot and train accommodations. We cannot doubt they will see the justice of our claim to some advance on the proportions we now receive.

The grantees of the Plymouth and Vineyard-Sound Railroad Company think the construction of that road would materially benefit the people of that section, and desire to make such an arrangement with us as will enable them to build it. Doubtless its construction would increase our passenger business, especially during the season of pleasure-travel to Nantucket Island and to the camp-meetings at Martha's Vineyard.

The equipment of the road is as follows: 24 passenger and 11 freight locomotives; 59 passenger, 16 baggage, 159 long box, 180 long platform, 9 cattle, 7 short box, 37 short platform and 80 coal and gravel cars. Number of miles run by passenger trains, 591,627; by freight trains, 206,376; by gravel trains, etc., 37,803—total 835,806, an increase over the previous year of 74,752 miles. Number of passengers carried, 1,988,608; do., carried one mile, 33,570,314. Tons of merchandize carried, 279,786; do., carried one mile, 9,447,859. This shows a decrease of 1,612,978 in the mileage of passengers, and 3,070,661 in mileage of freight.

TRIAL BALANCE, MAY 31, 1868.

Construction	$7,644,167	46
Rails, shop-stock, &c.	127,062	36
Cash	59 986	03
Bills receivable	374,763	57
Post-office department	7,090	32
Dorchester & Milton Branch R.R.Co.	36,937	88
Easton Branch R. R. Co	54 800	00
Connecting roads	5,703	88
	$8,310 511	50
Capital stock	$4,848,320	00
Income	195,583	95
Bills payable, 2 years	154,000	00
Bonds due Dec. 1, 1867	2,000	00
" April 1, 1868	1,000	00
" April 1, 1869	50,000	00
" Sept. 1, 1870	9,000	00
" Sept. 1, 1874	1,000	00
" April 1, 1875	458,000	00
" Sept. 1, 1876	1,000,000	00
" Aug. 1, 1877	1,388,000	00
" Sept. 1, 1884	32,000	00
Unpaid dividends	5,203	49
Dividend payable July 1, 1868	153,123	16
Sundry accounts	1,292	24
Agent's department	11,988	66
	$8,310,511	50

President.—HON. ONSLOW STEARNS.

Directors.—Onslow Stearns, Uriel Crocker, George A. Kettell, Benjamin Finch, Francis B. Hayes, Oliver Ames, Samuel Crocker, John S. Brayton and Minot Tirrell.

Treasurer.—JOHN M. WASHBURN.

Superintendent.—W. H. BULLOCK.

Railways in India.

The railways in India are in the hands of 11 companies, and on the 1st of May, 1868, their mileage was as follows: East Indian, 1,356, Great Indian Peninsula, 874; Madras, 645; Bombay, Baroda and Central India, 306; Scinde, 109; Punjaub, 246; Delhi, 54; Eastern Bengal, 114; Great Southern of India, 168; Calcutta and South Eastern, 29; Oude and Rohilkund, 42. Total, 3,943 miles. The Pall Mall *Gazette* says:

Nearly all the great cotton fields of India are now connected by railroad with shipping ports. The collapse in the Indian cotton trade which followed the termination of hostilities in America, must, to a considerable degree, have injured railway enterprise. During the half year ended at midsummer, India sent us only 729,000 bales of raw cotton; in the corresponding months of 1867, 940,000 bales; and for the same period of 1866 no less than 2,378,000 bales, or more than thrice this half year's supply. Nevertheless, it is officially reported that railways are beginning to tell upon the cultivation of cotton in India in other ways than merely providing a more rapid and less costly mode of conveyance than formerly. Steam factories for cleaning cotton are springing up; machines for half-pressing are established in many places, and in others steam presses for packing the bales for shipment have been constructed. Upwards of £75,000,000 has been expended on the Indian Railways; the chief part of that sum was subscribed in England.

☞ At a meeting of the stockholders of the Emmittsburg Railroad, held on the 15th inst., the following gentlemen were chosen directors for the ensuing year: John McClosky, D. G. Adelsberger, Francis Berlando, Joshua Motter and Joshua Biggs. It is the intention of the stockholders and directors to build the road at once, and to have trains on a part of it before the winter sets in.

The Hoosac Tunnel.

We learn that Messrs. Carpenter, Odiorne & Co.'s bid on this work was $4,027 000. The Governor and Council required of them a deposit of $500,000 in United States or State bonds as satisfactory guarantees for the completion of the work. They declined to furnish this, believing that it was unnecessary, and not required by law. They did offer to give a bond in the penal sum of $500,000 with satisfactory sureties; and they have offered to furnish $150 000 in the above named bonds, but their securities were not accepted. The contract was then offered to Messrs. Emery, Urann & Co., their bid being $4,280,000, but they declined to furnish said "securities." The contract is now offered to parties in Canada, their bid being about $4,500,000. We think this is paying a higher price for securities, when they are not required by the law and seem in themselves unreasonable, there being by law 20 per cent. of the monthly earnings, retained by the State.—*Boston Post*, 16*th*.

☞ The following gentlemen have been elected directors of the Monongahela Valley Railroad Company: Dr. Alex. Patton, Dr. J. S. Van Voorhis, J. S. Prinkle, W. Frye, Martin Briggs, Jacob Hayes, and James Gordon. President, Capt. Thos. W. Briggs, Pittsburg. Vice President, Wm. Price, West Virginia.

☞ Preliminary surveys are being made of a railroad route from Winterport to Rockland by way of Prospect, Stockton, Searsmont, Belfast, Northport, Lincolnville and Camden. It would connect at Rockland with the Knox and Lincoln road now building, and form a link in the shore line route from Bangor to Bath, Brunswick and Portland.

☞ The graduation, masonry and bridging of the Wilmington and Reading Railroad between Wilmington and Birdsboro', which was let to Messrs. W. M. Wiley & Co., will be completed by the 10th of December next. The length of the road is 63¾ miles, and the contract price, exclusive of the bridge over the Schuylkill, $506,610 26.

☞ An error having occurred in the returns of the Pittsburg, Ft. Wayne and Chicago Railway Co., for September, as supplied to us by the company, we republish the statement with the correction.

☞ The work on the Bangor and Piscataquis Railroad is going forward rapidly. Over twenty miles are already graded, and a large number of workmen are now at work between Dover and Milo.

☞ Hartford has voted $500,000 to the stock of the proposed Connecticut Western Railroad, and the same amount to the Connecticut Valley Railroad.

☞ The Maryland and Delaware Railroad is now completed to Hillsboro', Carolina Co., Md., in its progress towards Easton from the Delaware Railroad.

☞ The whole amount of the Market Stock, $40,000, offered by Comptroller Connolly, has been awarded to the Equitable Life Assurance Co., at 106.

☞ The extensive Bessemer Steel Works of Messrs. John A. Griswold & Co., of Troy, N. Y., were destroyed by fire on the morning of the 20th inst. Loss about $100,000. Insurance, $33,000.

Vicksburg and Meridian R. R.

The earnings of this road for the fiscal years ending February 28, 1867, and February 29, 1868, were:

	1867.	1868.
From passengers	$246,947 60	$164,500 77
" freight	235,689 78	272,273 70
" mails	11,685 55	10,738 12
" express	15,018 27	15,018 27
" Incidentals	8,588 70	25,876 16
	$517,929 90	$488,407 02

The expenditures in 1867-'68 were:

Conducting transp.	$105,776 46	
Motive power	148,052 81	
Maintenance of way	277,346 21	
Maintenance of cars	101,061 12	
General salaries	14,558 33	
		646,794 93

Expenses more than earnings...$158,387 91

Included in the above expenditures is the sum of $280,755 for extra labor on track, rebuilding bridges, new rails, ties, chairs and spike, new cars, etc., leaving for operating expenses the sum of $366,039 93, or about 75 per cent. of the gross earnings. The receipts from all sources during the year were $1,094,031 82: and the expenditures, $1,017,832 67—leaving a balance of $76,198 65. The total receipts from all sources from May 10, 1865, to February 29, 1868, were as follows:

From earnings of the road	$1,363,414 06
" special loan	98,804 61
" other sources	79,238 81
Total	$1,541.457 48

And the expenditures were—

For operating road	$1,041,519 98	
Rebuilding road	610,125 19	
Contingent expenses	78,279 17	
		1,729,924 34

Excess of expenditures $188,466 86

In the fall of 1865 the President was clothed with full authority to visit the bondholders, in Europe as well as in the United States, to obtain from them their consent to a plan of consolidating the liabilities of the company under a new mortgage, and to exchange the old bonds and other obligations into new 7 per cent. coupon bonds. The European bondholders unanimously agreed to this proposition and the American bondholders, with very few exceptions did the same.

The total debt of the company, including interest from Jan. 1, 1861 to Jan. 1, 1867, was at that date estimated at $2,989,500, consisting of first, second and third mortgage bonds and various other debts having no special security. The company on the favorable conclusion of the negotiations with holders of their bonds proceeded at once to create a $3,000,000 mortgage under all the sanctions and safeguards, approved by counsel representing all interests; and in accordance with the provisions of said mortgage, all the outstanding liabilities of the company were to be converted into the bonds secured by said mortgage, in which instrument special care was taken to preserve the grade and priority of all outstanding liens. The bonds to be given in exchange were to represent and stand as the 1st, 2d, 3d and 4th mortgage bonds, and those exchanged for prior mortgage bonds were to be endorsed as entitled to the existing and continuing security of the class to which it belongs. The bonds issued for arrears of interest and unsecured debts were to have no endorsement; and by this device the original virtue of each class was to be preserved, distinguishable by being written in inks of different colors, viz: the "red" endorsements indicating 1st mortgage security, "blue," the 2nd and "black" the 3d. The bonds having no endorsement to belong to the 4th class under the mortgage. The surrendered bonds were to be delivered into the hands of the mortgage trustees and deposited in the Pennsylvania Company for Insurance on Lives, and to be safely kept until the payment of the principal of the debt secured by the new mortgage, and not till then be delivered to the company; and with a view to the speedy and satisfactory exchange of the old bonds and other obligations into the new consolidated bonds the Philadelphia Trustees selected Charles Dutilh, President of said company, as agent for such exchange and custody.

The progress made towards the final exchange of the old for new bonds to March 1, 1868, will be seen in the following statement:

Classes.	Original amount.	Amount converted.	Am't to be converted.
1st mort. bonds	$722,500	$482,000	$240,500
2nd "	850,000	668,000	182,000
3rd "	154,000	108,000	46,000

Total mortgage debt converted or convertible into new mortgage bonds	$1,726,500
Arrears of interest, bills payable, contractors bonds, open accounts, to Jan. 1, 1867 to be funded in 4th bonds	1,263,000
Funded or fundable debt to Jan. 1, 1867	$2,989,500
Floating debt to March 1, 1868	281,015
Funded and floating debt	$3,270.515

This debt of $3,270,515 will be increased by two considerable amounts; the first resulting from the non-payment of the coupons on the new bonds to the extent they have been issued by the agent of the Trustees; and second arising from the loan by the bondholders of 10 per cent. in cash on the principal and interest of the amount which the company owed them. This loan was made to relieve the company and enable them to place their road in a secure condition for operating. In addition to this the Philadelphia bondholders signed an agreement to surrender the two first coupons on the new 7 per cent. bonds, they being well satisfied of the inability of the company, without any fault of their own, to pay at maturity the coupons past due from January 1, 1867; and that it would not be in the power of the company to pay these coupons before the road was put in thorough repair, and properly equipped for a large and profitable business, nor until there is a restoration of harmony and prosperity in the state and section, not then existing.

After these encouraging demonstrations in Philadelphia, ratified by the signatures of the bondholders to an agreement to aid the company by a loan of money and to suspend the collection of past due coupons, without imposing embarrassing conditions, but leaving the question of settlement to be determined by a committee of the trustees as to time and terms for the surrender of past due coupons and the ten per cent. cash loan, the Board of Managers held a meeting on the 14th of May 1867, and adopted resolutions instructing the President of the Company to proceed to Europe and secure if possible the co-operation of the foreign bondholders with the domestic creditors. "I accordingly" (the President says) "sailed for Liverpool on the 5th of June 1867, taking with me the agreement signed by the Philadelphia bondholders, together with a highly favorable letter from the trustees of the $3,000,000 mortgage. Immediately on reaching London I entered upon the business of my mission. Our bonds were held in large amounts in London, Paris, Amsterdam and Belfast, all of which cities I visited, and found our bondholders more forbearing and generously disposed towards our company than we had any reason to expect. Altogether, the negotiation was a most gratifying success, and speedily concluded. I obtained the signature of every European bondholder for the 10 per cent. cash loan, and also for the surrender of the coupons, to the same agreement that had been signed by our friends in Philadelphia."

The whole of the ten per cent. subscription amounts to nearly $200,000—in which amount is included the cost of five-hundred tons of railroad iron subscribed in lieu of money. Another party paid his subscription in the 2d mortgage bonds of the company at an agreed valuation.

This newly made debt, especially the ten per cent. cash subscription is and always should be held as an obligation of the highest grade and it should be secured beyond any reasonable contingency. By means of it the company were enabled to bring the work of construction to a close, to place the track and rolling stock in excellent and serviceable condition, and since 1st of January last to operate the road at such greatly reduced expenses, as to derive a reasonable profit from the limited amount of business which had been done.

The $3,000,000 funded debt is payable in 1890 and secured by the consolidated mortgage. It consists of 1st, 2d, 3d and 4th mortgage bonds bearing 7 per cent. interest, a portion of which is made payable in January and July of each year, and a portion in April and October. The annual interest will amount to $210,000, and in addition there will be a debt for past due coupons of $420,000, drawing interest to the amount of $29,400 and the interest on the $200,000 cash loan at 8 per cent. will be $16,000, making the total annual interest to be provided for $255,400. This is a heavier amount of interest than can be fully paid the current year, or perhaps for several years to come, out of the receipts of the company. The question, how the difficulty is to be met and overcome, is one of facts and figures, of policy and prospects. To allow the debt to grow larger and larger from year to year by the non-payment of never-ceasing interest, must lead to the certain ruin of the company and to inevitable and heavy loss to those creditors who hold the weakest securities.

The gross receipts of the road for the fiscal year ending February 1867 were $517,929, 90 and for the year ending February 1868 they were $488,407. From present indications the receipts for 1868-'69 may not exceed $425.000. Deducting from this 65 per cent. for expenses the net revenue would be nearly $160,000 applicable to interest. With this amount the interest on the 1st, 2d and 3d bonds and the cash loan could be paid but no more, the amount for these payments requiring $136,855 annually. "Under these circumstances" (the President says) "we believe it would be best for all parties to substitute a 7 per

cent. preferred stock for all the non-endorsed (4th) bonds secured by the $3,000,000 mortgage, and for all other obligations including arrears of interest which has accrued since January 1867." This arrangement would almost insure the punctual payment of interest on the 1st, 2d and 3d bonds and cash loan, and those who received the stock would be no worse off by the substitution. By this plan, all that is left after paying current expenses and the appropriation of $30,000 a year for a sinking fund after 1870, will be applied to the payment of the interest on the mortgage bonds heretofore mentioned and the remainder as dividend to the holders of the preferred stock. The common stock will of course receive no dividends unless there is an excess of receipts after paying 7 per cent. on the preferred stock.

The president dwells largely on the causes of the reduced receipts for 1867–'68, attributing them to the prevalence of the yellow fever along the line of the road, the failure of the cotton crop and the long continued low stage of water in the Mississippi River. With these combined afflictions and adverse circumstances it is not wonderful that the passenger business was $82,446 less than the previous year, nor that the freight business should have been curtailed of its legitimate proportions to an extent beyond computation. In the meantime the road has been greatly improved by putting down 300 tons of new 50 lbs. rail, and by a regular system of ditching and draining the road bed and ballasting those parts where bad soil prevails. The motive power and cars of the company were never in better order for service than at present, and the road has now the capacity and all necessary facilities for accommodating a much larger freight and passenger business than hitherto.

This road has the advantage of good terminial points and numerous flourishing towns and villages on its line. Vicksburg is its western terminus and head quarters, and one of the great cotton marts of the Mississippi Valley. Jackson the State capital is on the line 45 miles East from Vicksburg, and here the road is intersected by the New Orleans, Jackson and Great Northern Railroad. Meridian the Eastern terminus, is a city of marvellous growth and yet in its infancy. It was born of the road in 1861 and has before it a career of prosperity. It is also an important railroad centre, situated on the line of the Mobile and Ohio Railroad and the western terminus of both the Selma and Meridian, and the Northeast and Southwest Alabama Railroads.

Hitherto for want of East and West connections this road has had to rely principally for its receipts on its local business. The connections east, however, are now being rapidly amplified, and first the Selma, Rome and Dalton Railroad which will be connected at Cleveland, Tenn., with the great trunk or Air Line, composed of the Tennessee and Virginia Railroads. This being the shortest route between New York and New Orleans, it will become the main mail route between those cities, and also the preferred line of travel to and from New Orleans, Washington, Baltimore, Philadelphia, New York, Richmond, Petersburg, Norfolk, &c. Not only because it is the shortest route, but because, in a high degree, it combines many attractions and inducements, such as romantic mountain scenery, passing through a mountainous country in Alabama, Tennessee and Virginia, of great mineral and agricultural resources, affording pure water and a health restoring atmosphere. This interchange of travel between the Southwest and East, as well as supplying the wants and interchanging the products of distant regions made practicable by their geographical position and facilities of communication will add immeasurably to the traffic and earnings of all the railroad lines with which this road may connect east of Meridian, and also to the prosperity of this railroad.

The distances in miles from Vicksburg, Jackson and New Orleans to the cities named, *via* the Selma, Rome and Dalton Railroad are as follows:

From	Vicksburg.	Jackson.	N. Orleans.
To Selma, Ala.....	247	202	385
To Dalton, Ga.....	484	439	622
To Cleveland, Tenn.	511	466	649
To Knoxville, "	593	548	731
To Lynchburg, Va.	927	882	1,065
To Petersburg, "	1,050	1,005	1,188
To Richmond, "	1,052	1,007	1,190
To Washington, D.C.	1,105	1,060	1,243
To Norfolk, Va....	1,131	1,086	1,269
To Baltimore, Md..	1,145	1,100	1,283
To Philadelphia, Pa.	1,243	1,198	1,381
To New York City.	1,331	1,286	1,469

The shortest line from the Mississippi River to the Atlantic Ocean is from Vicksburg to Savannah 673 miles. The Montgomery and Selma connection (of 44 miles,) is now the great desideratum for at once securing to this line that valuable business for points east of Selma, and there is now every prospect of its early completion. This line must eventually be the main passenger route from Texas, Louisiana, and a large portion of Mississippi, to the States of Alabama, Florida, Georgia, and South and North Carolina.

Sooner or later the Vicksburg and Meridian Railroad with its eastern connections, will be a constituent portion of the main trunk line stretching from the Atlantic seaports *via* the Southern Pacific Railroad to San Diego and San Francisco on the Pacific, and a grand avenue of the world's travel and traffic. The Northern Louisiana and Texas (late Vicksburg, Shreveport and Texas) Railroad, was previous to the war built and in operation from Vicksburg to Monroe, 75 miles, and from Shreveport to the Texas line, 18 miles, the intermediate sections 115 miles not having been yet perfected. At the Texas line this road connects with the Southern Pacific Railroad already completed to Marshall, Tex., 24 miles. With even this portion of the contemplated through line built, a great increase of travel and trade would be brought to the Vicksburg and Meridian Railroad. By this route Vicksburg would be within 10 hours, and New Orleans within 24 hours of Shreveport; and as a matter of economy both in time and money, this traffic would enure to the benefit of the Vicksburg and Meridian line. The advantage of traffic would be relatively greater than by present routes, and Texas and Louisiana produce reach market at a much less cost than at present.

The distance from New York to Vicksburg being 1,331 miles by the Selma, Rome and Georgia route, and from Vicksburg to San Diego, Cal., being 1,400 will make the distance from San Diego to New York, 2,731, or six days railroad travel. The shortest distances and time on this line from ocean to ocean, will be from Savannah to San Diego, 2,073 miles, or 109 hours. And from other seaports to the same destination the distance will be found by adding 1,400 to the distance between them and Vicksburg, as given in the foregoing table. By the laws of trade, the transportation of merchandize, as well as people, will adopt that route which most fully combines the recommendations of speed, cheapness, safety and comfort, and this will be the line that will most fully meet these requirements. The teas, silks, spices, &c., of Asia destined for Europe will be shipped *via* California, and then by rail over this grand continental and always available line to the Atlantic cities for reshipment to European ports—making the voyage from Canton to New York in about 24 days, and to London in from 35 to 40 days, against 200 days by the usual sea route, which to London, New York, or New Orleans is between 15,000 and 16,000 miles. The reverse trade would also be commensurably large. In view of such reasonable and important results there can be no question that the destiny and interests of the Nation as well as the railroads in the United States are deeply involved in the question of speedily building this southern line to the Pacific Ocean. The limit of the western connections of the line of roads of which the Vicksburg and Meridian Railroad forms a part, should not be short of that ocean.

The company have 19 locomotives, 10 passenger, 5 baggage, 58 flat, 4 caboose and 70 box cars. Trains moved, 203,368 miles. Number of passengers carried, 67,726; do., carried one mile, 2,660,214. Tons of freight transported, 34,600. Earnings per mile run, $2.40. Earnings per mile of road, $3,428 90.

BALANCE SHEET, FEB. 29, 1868.

Cost of road.....	$3,049,267 88
Cotton purchased.....	175,540 34
Bills receivable.....	8,508 84
N. E. & S. W. Ala. R. R Co.....	3,291 15
Railroad expenditures, March 1, 1867, to Feb. 29, 1868.....	805,604 44
	$4,042 212 65
Capital stock.....	$357,407 69
Bonds of all classes.....	1,997,693 69
Bills payable.....	339,397 12
Notes issued to circulate as money.	126,953 15
Railroad receipts, March 1, 1867, to Feb. 29, 1868.....	611,706 93
Profit and loss.....	392,871 94
Special Loan Fund.....	98,804 61
Due on pay rolls, etc.....	126,377 67
	$4,042,212 65

President.—MORRIS EMANUEL.

Directors.—M. Emanuel, T. Rigby, A. B. Reading, Wm. Crutcher, A. C. Gillem, P. Anderson, T. M. Smedes, J. R. McDowell, T. S. Dabney, D. W. Flowerree, W. E. Morris.

Secretary and Treasurer.—N. G. BRYSON.

Superintendent.—E. F. RAWORTH.

☞ The Lehigh Coal and Navigation Company have raised their tolls on coal to 1¼ cent per ton per mile on the Lehigh canal, and on through tolls on coal reaching tidewater from Mauch Chunk to Easton 49 cents, and to the Delaware river at New Hope or Bristol 86 cents per ton.

☞ The formal opening of the Pleasant Valley Passenger Railroad took place on the 15th inst. Wm. S. Bissell, Esq., is President of the company.

RAILROAD AND CANAL DIVIDEND STATEMENT.

Showing the amount of Stock Outstanding, the Dividend Periods and the date of last Dividend.

Marked thus (*) are leased roads.	Stock outstanding.	Dividend Periods.	Last Dividend Payable.
Albany & Susquehanna..100	$1,675,139		
Allegheny Valley 50	1,498,400		
Alton and St Louis 100	125,000	J.A.J&O	Oct.'67 1½
Atlanta and West Point..100	1,232,200	J. & J.	Jan.'68 3½
Atlantic & N. Carolina ..100	5,745,225		
Atlantic & Gt. Western .. 50	11,522,150		
" " " pref. 50	1,919,000		
Atlantic & St. Lawrence*.100	2,494,900	J. & J.	Jul. '68 2
Augusta and Savannah ..100	733,700	J. & J.	Jan.'68 3½
Baltimore and Ohio.....100	16,151,962	A. & O.	Oct. '68 4
Do. Washington Br. 100	2,880,000	A. & O.	Oct. 68 5
Baltimore City Passenger...	670,000		Jan. '68 3
Bay de Noquet & Marq..100		A. & O.	Apl.'68 3
Bellefontaine Line 100	4,420,000	F. & A.	Feb.'68 3½
Belvidere Delaware 100	997,112		
Berkshire* 100	600,000	J. A J&O	Oct.'68 1½
Blossburg & Corning.* 50	250,000	J. & D.	Dec.'67 2½
Boston and Albany 100	13,725,000	J. & J.	Jul. '68 5
Boston and Chelsea 100	110,000	A. & O.	Oct. '68 4
Boston, Concord & Mont..100	459,400		
Do., do. pref.100	1,340,400	M. & N	May '68 3
Boston and Lowell.....500	1,830,300	J. & D.	Jun. '68 4
Boston and Maine 100	4,076,974	J. & J.	July '68 5
Boston and Providence ..100	3,060,000	J. & J.	July '68 4
Broadway (Boston) 50	325,000	J A J.O.	Oct. '68 2
Broadw'y & 7th Av.(N.Y.)100	2,100,000	J. & J.	Jul. '67 5
Brooklyn City 10	1,000,000	F. & A.	Feb.'68 3½
Brooklyn City & Newt'n.100	399,800		
Buff., New York & Erie*.100	850,000	M. & N.	M'y'68 3½
Buffalo and State Line ...100	2,200,000	F. & A.	Aug.'68 4
Cambridge Horse (Bost'n)100	797,800	A. & O.	Oct. '68 4½
Camden and Amboy.....100	6,842,200	F. & A.	Aug.'68 5
Camden and Atlantic,pref. 50	600,000		
Cape Cod Branch 68	721,926	J. & J.	Jul.'68 3½
Catawissa. 50	1,150,000		
Catawissa, pref..... 50	2,200,000	M. & N.	Nov.'68 3
Cayuga & Susquehanna.* 50	589,110		Jul.'68 4½
Central of Georgia.....100	4,666,300	J & J	Jul. '68 7
Central of New Jersey ...100	13,768,000	J.A.J&O	Oct.'68 2½
Central Ohio.....100	400,000	J. & D.	Jun.'68 3
Do. pref.....		J & D.	Jun.'68 3
Cen. Park, N. & E. River.100	970,000		Oct.'67 2½
Charlotte & S Carolina...100	1,201,000		
Chemung*.....100	380,000		Oct. '68 2
Cheshire, preferred 100	2,017,825	Annual.	Jan. '68 3
Chicago and Alton.....100	3,886,643	M & S.	Sep. '68 5
" " pref..100	2,425,576	M. & S.	Sep. '68 5
Chicago, Burl. & Quincy . 50	12,500,000	M. & S.	Mar.'68 5
Chicago and Gt. Eastern..100	4,390,000		
Chicago, Iowa & Nebras*.100	1,000,000		Jul. '68 5
Chicago and Milwaukee*.100	2,227,000		
Chicago & N. Western....100	13,160,927	June	Jn'68 10s
" " pref.100	12,994,719	June	Jn'68 10s
Chicago, R I. & Pacific...100	14,000,000	Sept.	Sep.'68 10
Cin., Ham. & Dayton.....100	3,129,100	Sept.	Sep.'68 5s
Cincinnati City Passenger...		Jn &Jly	Jan.'68$2
" Street		J. & J.	Jan.'68$2
Cincinnati and Zanesville. 50	1,600,250		
Citizens' Passenger (Phil.) 50	192,750	J. @ J.	Jul. '68 6
Clev., Col., Cin. & Ind....100	6,000,000	F. & A.	A'g.'68 3½
Cleveland & Mahoning*... 50	2,014,600	M. & N.	M.'68, 3½
Cleve., Painsv. & Ashta...100	5,000,000	J. & J.	Jul.'68 3½
Cleveland and Pittsburg... 50	5,424,091	J A J &O	Oct. '68 2
Cleveland and Toledo* 50	4,841,600	J. & J.	Jul.'68 3½
Col. & Indianapolis Can...100	4,000,000	J. A. J&O	O. '67 2½
Columbus and Xenia*..... 50	1,786,200	J. & J.	Jan.'68 4s
Concord 10	1,600,000	M. & N.	Nov.'68 5
Concord & Portsmouth ...100	350,000	J. & D.	Jun'68 3½
Coney Island & Brooklyn.100	600,000		
Conn. & Passump. Rivers.100			
Do. do. pref.100	1,073,300	J. & J.	Jul. '68 3
Connecticut River.....100	1,650,000	J. & J.	Jul. '68 5
Cumberland Valley. 50	1,316,900	A. & O.	Apl. '68 4
Danbury and Norwalk ...100	306,900		
Dayton and Michigan*....100	2,384,941		
Delaware*. 50	406,132	J. & J.	Jul. '68 3
Del., Lackaw & Western. 50	11,288,550	J. & J.	Jul. '68 5
Des Moines Valley.....100	1,550,050		
Detroit & Milwaukee.....100	454,358		
" " pref.100	1,500,000		
D. Dock, E. B'dw. & Bat..100	1,200,000		
Dubuque and Sioux City.100	1,073,641		
Do do. pref.100	1,987,351		Jul.'68 3½
Eastern (Mass.).....100	3,578,304	J. & J.	July '68 4
Eastern (N. H.) 100	492,500	J. & J.	July '68 4
East Pennsylvania 50	654,600		
East Tenn. and Georgia ...100			
East Tenn. and Virginia...100			
Eighth Avenue (N. Y.) ...100	1,000,000	J.A J&O	Jan. '68 4
Elm., Jeffers. & Canand*.100	500,000	F. & A.	F'b.'68 2½
Elmira & Williamsport*.. 50	500,000	M. & N.	May'68 2½
Do. do. pref. 50	500,000	J. & J.	Jul. '68 3½
Erie Railway 100	18,570,100	F. & A.	Feb.'66 4
Do. pref.....100	8,538,700	Annual	Jan. '68 7
Erie & North East*.....100	600,000	F. & A.	Aug.'68 4
Evansville & Crawfordsv.100	2,142,834		
Fitchburg 100	4,540,000	J. & J.	Jul '68 4
Fitchburg & Worcester...100	247,300	J. & J.	Jan. '68 3
Flint and Holly		M & N.	M'y '67 5
Forty Sec. St. & G. Pt F'y.100	750,000	A. & O.	Oct. '67 5
Frank. and Southw.(Ph.) 50	491,620	J. @ J.	Jul. '67 3
Georgia 100	3,156,000	J. & J.	Ju y '68 4
Germantown (Phila.)..... 50	112,245	J. & J.	Jan. '68 3
Girard College (Phila.) ... 50	160,000	J. & J.	Jul. '67 2
Grantie.....100			Sept.'63—
Green and Coates St. (Ph.) 50	150,000	J. & J.	Jul. '68 2

Marked thus (*) are leased roads.	Stock outstanding.	Dividend Periods.	Last Dividend Payable.
Hartford and New Haven.100	$3,000,000	J.A.J&O	Oct. '68 3
Hannibal and St. Joseph..100	1,900,000		
Do. do pref.100	5,253,830		
Hanover Branch, Pa..... 50	116,850	M. & N.	May '68 5
Housatonic.....100	820,000		
" pref 100	1,180,000	J. & J.	Jan. '68 4
Hudson River 100	13,937,100	A. & O.	Oct. '68 4
Hazleton 50	1,615,000	May.	M'y'68 2½
Huntingdon & B'd Top .. 50	494,390		
" " pref. 50	190,750	J. & J.	Jn.'68 3½
Illinois Central 100	23,886,150	F. & A.	Aug.'68 5
Indianapolis, Cin. & Lafay.50	1,689,900	M. & S.	Sep. '67 4
Jeffersonv..Mad. & Ind....100	2,000,000	J. & J.	Jan. '68 5
Joliet and Chicago*.....100	1,500,000	J.A.J&O	Oct.'68 1½
Joliet & North. Indiana*.100	300,000	J. & J.	Jan. '68 4
Lackawanna & Bloomsb... 50	1,325,000		
Leeds and Farmington*.....			Jul.'68 2½
Lehigh and Mahanoy..... 50	2,158,665	J. & J.	Jan. 67 6
Lehigh and Susquehanna. 50	5,104,050	M. & N.	M'y.'67 5
Lehigh Valley 50	10,734,100	J.A.J&O	Oct.'68 2½
Lenigh Luzerne..... 50	344,850	J. & J.	Jan.'68 4
Lexington & Frankfort ..100	514,646	M. & N.	Nov.'67 3
Little Miami..... 50	3,572,400	J. & D.	D'c.'67 4s
Little Schuylkill*..... 50	2,646,100	J. & J.	Jan. 68 2
Lomb. and South St (Ph.) 25	90,000		
Long Island..... 50	3,000,000	F.M.AN.	Aug.'66 2
Long Branch & Sea Shore ..	95,194		N'v'67 10
Louisv., Cin and Lex. pr.100	48,638	J. & J.	Jul.'67 4½
Louisville and Frankfort. 50	1,109,594	J. & J.	Jan. '68 3
Louisville and Nashville..100	5,500,000	F. & A.	Feb.'68 4
Louisv., N.Alb.& Chicago.100	2,800,000		
Lowell and Lawrence 100	200,000	A. & O.	Oct. '68 3
Macon and Western.....100	1,500,000		Apl.'68 4
Mahanoy & B'd Mount'n* 50	921,615		
Maine Central.....100	1,600,860		
Manchester & Lawrence.100	1,000,000	M. & N.	May'68 5
Marietta & Cincinnati.... 50	2,029,778		
" " 1st pref. 50	6,686,185	M. & S.	Sep. '66 3
" " 2d pref. 50	4,051,744	M. & S.	Sep. '66 3
Memphis and Charleston.100	5,312,725	M. & S.	Mar.'68 3
Memphis and Ohio 100	570,000		
Metropolitan (Boston)....100	1,250,000	J & J.	July'68 5
Michigan Central 100	7,502,466	J. & J.	Jul. '68 5
Mich. So. & North. Ind. ..100	11,065,340	August.	Aug.'68 4
" " guaranteed.100	686,800	F. & A.	Feb.'68 5
Middlesex (Boston).....100	400,000		
Mill Creek and Minehill*. 50	323,375	J. & J.	July'68 5
Millville and Glassboro' ..100	368,200	F. & A.	Aug.'67 6
Milw. & Prairie du Chien.....			
" " " 1st pref 100	3,082,000	Annual.	Feb.'68 8
" " " 2d pref.100	1,014,000	Annual.	Feb.'68 7
Milw. & St. Paul.....100	3,627,000	J. & J	
" " " pref.....100	7,371,000	J. & J.	Jan. '67 5
M. Hill & Schuylk. Haven 50	3,775,000	J. & J.	Jul. '68 4
Mobile and Ohio 100	3,588,300		
Montgomery & W. Point.100	1,644,104	J & D.	Dec.'67 4
Morris and Essex 50	5,500,000	F. & A.	F. 67 3½s
Mt. Carbon & Pt. Carbon* 50	282,350	J. & J	July 68 6
Nashua and Lowell.....100	600,000	M. & N.	May'68 5
Nashville & Chattanooga.100	2,056,544		
Naugatuck 100	1,100,000	F. & A.	Aug.'68 5
New Bedford & Taunton.100	500,000	J. & J.	Jul. 68 4
New Haven & N. London.100	738,538		
N Haven & Northampton.100	1,224,100	J & J.	Jan. '68 3
New Jersey 100	5,000 000	F. & A.	Aug.'68 5
New London Northern....100	895 000	M. & S.	Mar.'68 4
New York Central.....100	26,530,000	F. & A.	Aug.'68 4
New York and Harlem.... 50	5,285,050	J. & J.	Jul. '68 4
" " pref. 50	1,500,000	J. & J.	Jul. '68 4
New York & New Haven.100	6,000,000	J. & J.	Jul. '68 5
N Y., Provid. & Boston ..100	1,755,281	J. & J.	Jul. '67 3
Niag. Bridge & Canandai*100	1,000,000	J. & J.	Jan. '68 2
Ninth Avenue 100	797,400		
North Carolina.....100	4,000,000		
Northern Central 50	4,648,900	F.M.A.N	May '68 2
North Eastern (S. C.) pref.	155,000		May '67 4
Northern of N. Hampsh..100	3,06 400	J. & D.	Jun.'68 4
Northern of N. Jersey 100	158,800		
North Pennsylvania..... 50	3,150,150		Feb.'68 5s
Norwich & Worcester 100	2,363,600	J. & J.	July '68 3
Ogdensb. & L. Champl'n.100	3,077,000	F. & A.	Feb. '68 3
" " pref.100	641,200	A. & O.	Oct. '68 4
Ohio and Mississippi.....100	20,222,647		
" " pref.100	3,607 197	J. & D.	Jun'68 3½
Oil Creek & Allegheny R. 50	4,259,000	J. A.J&O	Oct.'68 2½
Old Colony & Newport ...100	4.848,300	J. & J.	July'68 3
Orange and Newark 100	281,550		
Oswego and Syracuse..... 50	482,400	F. & A.	Aug.'68 4
Pacific of Missouri.....100	3,581,000		
Panama 100	7,000,000	J.A J&O.	Oct. '68 6
Paterson and Ramapo.....100	248,000	J. & J.	Jul.'68 2½
Paterson and Hudson Riv100	630,000	J. & J.	Jul.'68 4
Pennsylvania 50	20,000,000	M. & N.	May '68 8
Peoria & Bureau Valley*.100	1,200,000	A. & O.	Oct. '68 6
Philadelphia and Erie*... 50	5,069,450		Jan. '68 3
Philadelphia and Reading 50	21,191,067	J. & J.	Jul.'68 5s
Do. Do. preferred. 50	1,551, 00	J. & J.	Jul.'68 5s
Phil., Germ'nt'n & Nor t'n 50	1,507,850	A. & O.	Oct. '68 5
Phila. and Trenton*.....1 0	999,200	F. & A.	Aug.'68 5
Phila., Wil. & Balt..... 50	9,019,300	J. & J.	Jul. '68 4
Philadelphia City 50	100,000	J & J.	Jul. '68 3
Philadelphia and Dar'y... 50	100,000	J. @ J.	Jan.'68 4
Phila. and Grey's Ferry ... 25	217,697	J. @ J.	Jul. '68 3
Pittsb., Ft. W. & Chicago.100	11,500,000	J.A.J&O	Oc .'68 2½
Pittsfield and N. Adams..100	450,000	J. @ J.	Jul '68 3
Portland and Kennebec...100	579,500	F. & A.	Aug.'68 3

Marked thus (*) are leased roads.	Stock outstanding.	Dividend Periods.	Last Dividend Payable.
Portl., Saco & Portsm'th*.100	$1,500,000	J. & D.	Jun.'68 3
Providence & Worcester.100	1,800,000	J. & J.	July'68 4
Raleigh and Gaston.....			Jul. '68 3
Rensselaer and Saratoga ..100	800,000	A. & O.	Oct.'68 3½
Richmond and Danville ...100	2,000,000		
Richmond and Petersb g.100	847,000		
Rich., Fred. and Potomac.100	1,041,800		
Rockport 100	88,400		Nov.'67 2
Rome, Watert. and Og'nb.100	2,385,500	J. & J.	July'68 5
Rutland preferred.....100		F. & A.	A'g.68 3½
St. L., Alt. and T. Haute.100	2,800 000		
" " " pref.100	1,700,000	Annual.	May 68 7
St. L., Jack'nv. and Chic'o.100	1,469,429		
Sandusky and Cincinnati.100	2,089,000		
" " pref.100	393,073	M. & N.	Nov.'67 3
Sand., Mansf. and Newark.100	900,000		
Saratoga and Hudson R..100	1 020,000		
Saratoga and Whitehall*.100	500,000	A. & O.	Oct.'68 3½
Savannah and Charleston.100	1,000,000		
Schuylkill and Susqueh'a. 50	1,269,150		
Second and Third St.(Ph.) 50	203,757	J. @ J.	Jul. '68 2
Schuylkill Valley* 50	576,050	J. & J.	Jul.'68 2½
Seaboard and Roanoke....100	868,200		
Second Avenue (N. Y.)...100	670,000	A. & O.	Oct. '66
Shamokin V. and Pottsv.* 50	869,450	F. & A.	Feb.'68 3
Shore Line.....100	685,200	J. & J.	Jan. '68 3
Sixth Avenue (N. Y.) 100	750,000		Nov.'67 5
Somerville 100	75,000	M. & N.	May '68 3
South Carolina 100	2,819,275		
South Shore 100	259,685		Jul. '68 3
South Western, Georgia...100	3,203,400	F. & A.	Feb.'68 4
Southern Mississippi.....100	1,000,000		
Staten Island.....100	600,000	J. & J.	Jul. '67 4
Stoney Brook 100	267,300	M. & N.	M'y'68 2½
Summit Branch 50	250,000	J. & J.	Jul. '68 3
Syr., Bingham. and N. Y.100	1,200,130		
Taunton Branch 100	250,000	J. @ J.	Jul. '68 4
Tennessee and Alabama .100	595,922		
Terre Haute and Indiana. 50	1,983,150	J. & J.	Jan. '68 3
Third Avenue (N. Y.)....100	1,750,000		
Thirteenth and Fif. (Ph.). 50		J. @ J.	Jan. '68 1
Tol., Peoria and Warsaw.100	1,650 000		
" " " 1st pref.100	1,700,000		
" " " 2d pref.100	908,176		
Tol., Wabash and West.... 50	5,400,000		
" " pref. 50	1,000,000	M. & N.	M'y'68 3½
Troy and Boston.....100	607,111		
Troy and Greenbush*.....100	274,400	J. & D.	Jun'67 3½
Troy, Salem and Rut.'d*..100	800,000	A. & O.	Oct.'68 3
Union Transport'n (Bos.).100	200,000		
Union (Phila.) 50	291,475	J. @ J.	Jul. '68 3
Utica and Black River.....100	834,400	J. & J.	Jan. '68 4
Vermont and Canada*.....100	2,250,000	J. & D.	Jun'68 4
Vermont Central.....100	8,000,000		
Vermont and Massachu'ts.100	2,800,000	J. & J.	Jn.'68 1½
Virginia Central 100	3,353,679		
Virginia and Tennessee...100	3,45 ,815		
Western Union 100	2,687,237		
West Jersey 100	731,050		Aug. '68 4
West Philadelphia..... 50	249,100	J. & J.	Jul. '68 5
Wilm. and Manchester....100	1,130,470		
Wilm. and Weldon.....100	1,340,273		
Worcester and Nashua ... 75	1,141,000	J. & J.	Jun'68 ¾
CANALS.			
Chesapeake and Delaware 50	1,575,963	J. & D.	Jun.'68 3
Chesapeake and Ohio 25	8,228,595		
Delaware Division..... 50	1,633,350	F. & A.	Aug.'68 4
Delaware and Hudson.....100	10 000,000	F. & A	Au. '68 6
Delaware and Raritan.....100	2,298,400	F. & A.	Aug.'68 5
Erie of Pennsylvania..... 50	64,000		
Lehigh Coal and Navigat. 50	6,137,000	M. & N.	M'y '67 3
Monongahela Navigation. 50	728 100	J. & J.	Jan. '68 2
Morris (consolidated)..... 10	1,025,000	F. & A.	Feb.'67 3
" (preferred).....100	1 175,000	F. & A.	Feb.'68 5
Schuyl. Navigation (cons.) 50	1,108,207	F. & A.	Feb.'67 6
" " (pref.) 50	2,888,805	F. & A.	Feb.'67 6
Susq. and Tide Water..... 50	2,052,083		
Union..... 50	2,907,850		
" preferred 50			
W. Branch and Susq..... 50	1,100,000	J. & J.	Jan. '65 5
Wyoming Valley..... 50	800,000	irregular	Oct. '67 4
MISCELLANEOUS.			
Atlantic Mail Steamship..100	4,000,000	MJS&D.	Dec'67 2½
Pacific Mail Steamsh p...100	20,000,000	MJS&D.	Dec.'67 3
Union Navigation 100	4,000,000	MJS&D.	Dec.'66 5
West'n Union Telegraph.100	28,450,000	J. & J.	Jul. '68 2
American Coal..... 25	1,500,000	M. & S.	M. '68 6
Ashburton 50	2,500,000	J. & D.	Dec.'66 4
Butler Coal..... 25	500,000	J. & D.	Dec '67 2
Central Coal 100	2,000,000	J. & J.	Jul. '68 3
Fulton Coal.....		J & J.	Jul. '68 4
Mt. Pleasant Coal.....	200,000		Sep.'68 2½
Pennsylvania Coal 50	3,200,000	FMA&N	May'68 5
Roaring Brook Coal.....	200,000		Sep.'68 2½
Spring Mountain Coal..... 50	1,250,000	J. & J.	Jan. '67 6
Spruce Hill Coal..... 10	1,000 000	J. & J.	Jan. '67 5
Wilkesbarre Coal.....100	3,400,000	A. & O.	
Wyoming Valley Coal ...100	1,250,000	F. & A.	Aug. '66
Rut and Marble 25	1,000 000		Dec'67 2½
Adams Express.....100	10,000,000	FMA&N	Apr.'68 5
American Express 100	9,000,000	FMA&N	May,'68
Merchants Union Express.100	20,000,000		
United States Express 100	6,000,000	MJS&D.	Dec.'66 3
Wells, Fargo & Co. Exp...100	10,000,000		

RAILROAD EARNINGS—MONTHLY.

	January.	February.	March.	April.	May.	June.	July.	August.	September.	October.	November.	December.	Total
Atlantic and Great Western:													
1864	150,713	164,438	166,493	194,992	200,807	265,626	295,512	356,408	401,103	357,228	353,344	328,828	3,235,492
1865	289,445	347,211	432,340	355,045	472,493	410,800	493,882	596,584	541,481	675,446	634,243	576,365	5,825 336
1866	475,641	433 279	385,991	412,521	464,507	493,243	466,898	568,589	533 150	599,670	474,056	388,573	5,696,119
1867	377,852	380,190	489,555	407,018	465,102	383,596	400,550	461,879	483,177	483,917	474,134	360,641	5,167,371
1868	404,467	393,251	408,847	388,654	355,255	359,184	343,325	413,484	477,795	------	------	------	------
Chicago and Alton:													
1863	109,850	101,355	104,872	122,084	132,301	145,542	149,137	157,948	170,044	170,910	156,869	153,294	1,673,706
1864	100,991	154,418	195,803	162,723	178,786	206,090	224,257	312,165	354,554	320,879	307,803	252,015	2,770,484
1865	280,503	275,283	299,063	258,480	322,278	355,270	335,985	409,251	401,280	357 956	307,919	236,824	3,840,092
1866	226,153	222,241	290,111	269,249	329,851	371,544	321,597	387,269	322,638	360,223	323,030	271,247	3,695,153
1867	343,787	157 832	235,961	282,165	335,510	342,358	354,244	415,982	408 999	426,752	359,102	330 169	3,892,861
1868	259,539	296,496	261,599	270,386	335,510	373,461	405,616	570,353	488,155	------	------	------	------
Chicago, Rock Island and Pacific:													
1863	140,024	130,225	122,512	126,798	144,995	170,937	139,142	160,306	210,729	216,030	196,435	201,134	1,959,267
1864	158,735	175,482	243,150	185,013	198 679	243,178	224,980	307,874	375,860	324,865	336,617	321,037	3,095,470
1865	305,554	246,331	289,403	196,580	234,612	321,818	244,121	306,231	389,489	307,523	270,073	201,779	3,313,514
1866	241,395	183,385	257,230	209,099	277,506	306,693	238,926	317,977	400,941	428,474	345,028	260,268	3,466,922
1867	292,047	224,621	272,454	268,369	297,625	276 681	297,513	444 024	566,408	599,549	442,275	377,053	4,358,614
1868	308,587	297 464	276,431	288,700	308,891	366,200	329,800	478,600	544,900	------	------	------	------
Chicago and Northwestern:													
1863	------	------	------	------	------	366,100	281,334	296,169	473,186	551,122	435,945	407 638	2,811,544
1864	273,876	317,839	390,325	421,363	466,820	565,145	480,710	519,306	669,605	729,759	716 378	563,400	6,114,566
1865	541,005	482,164	499,296	468,358	585,623	747,942	702,691	767,508	946,707	932,682	754,671	547,842	7,976,490
1866	523,566	399,917	523,745	537,519	858,948	925,983	808,524	797,475	1,000,086	1,200,216	1,010,892	712,359	9,299,430
1867	696,147	574,664	765,398	774,279	895,712	894,357	800,325	1,038,824	1,451,284	1,508,883	1,210,387	918,088	11,532,348
1868	741,926	800,787	855,611	1,068,959	1,206,796	1,167,544	1,091,466	1,265,831	1,528,453	------	------	------	------
Des Moines Valley:													
1866	40,129	29,102	37,501	39,600	40,458	39,630	41,212	43,580	65,035	80,588	73,140	50,296	580,271
1867	49,694	36,098	56,859	59,196	61,447	53,999	53,683	69,018	77,113	81,676	80,867	61,955	735,605
Erie:													
1863	845,693	839,949	956,445	948,059	848,783	770,148	731,243	687,092	816,801	965,294	1,024,649	1,035,321	10,469,481
1864	984,837	934,133	1,114,508	1,099,507	1,072,293	1,041,975	994,317	1,105,364	1,301,005	1,222,568	1,224,909	1,334,217	13,429 643
1865	1,001,007	947,146	1,256,566	1,458,455	1,133,461	1,177,372	1,202,180	1,331,046	1,336,615	1,438,689	1,522,472	1,429,765	15,434,775
1866 ....including Buffalo Division..	1,185,746	987,936	1,070,917	1,153,441	1,101,632	1,243,636	1,208,243	1,295,400	1,416,101	1,476,244	1,416,001	1,041,116	14,596,413
1867 ....including Buffalo Division	906,759	917,639	1,139,528	1,217,143	1,122,140	1,118,731	1,071,312	1,239,024	1,444,745	1,498,715	1,421,881	1,041,646	14,139,264
1868	1,081,320	901,752	1,136,994	1,263,742	1,163,612	1,089,605	1,093 043	------	------	------	------	------	------
Illinois Central:													
1863	299,944	271,085	275,643	289,224	324,687	407,992	343,929	511,305	478,576	496,433	437,679	424,531	4,571,028
1864	327,900	416,588	459,762	422,797	466,372	510,100	423,578	640,179	799,236	661,391	657,141	603,492	6,329,447
1865	571,536	528,972	616,665	516,608	460,573	617,682	578,403	747,469	739,736	641,589	643,587	518,088	7,181,208
1866	603,053	505,266	505,465	411,605	569,250	567,679	480,626	578,253	571,348	661.971	588,219	504,066	6,546,741
1867	647,120	524,871	417,071	440,271	477,027	516,493	525,242	709,327	738,530	823,901	727,810	613 329	7,160,992
1868	572,364	531,224	462,317	538,077	579 560	621,685	576,458	764,138	873,500	------	------	------	------
Marietta and Cincinnati:													
1865	96,672	87,791	93,763	78,607	76,248	107,525	104,608	115,184	125,252	116,495	116,146	105,767	1,224,058
1866	90,411	85,447	84,351	81,181	96,388	103,373	98,043	106,921	104,866	113,504	112,952	123,892	1,201,239
1867	94,136	78,976	92,910	92,768	90,526	96,535	106,594	114 716	121,217	142,823	132,387	123,383	1,236,971
1868	92,433	81,539	98,482	108,461	95,416	95,924	108,413	126,556	121,519	------	------	------	------
Michigan Southern & Northern Indiana:													
1863	248,784	230,508	557,227	268,613	264,935	241,236	189,145	238,012	308,106	375,567	332,260	348,048	3,802,542
1864	256,600	304,445	338,454	330,651	267,126	315 258	278,891	358,862	402,219	407,107	448,934	411,806	4,120,152
1865	363,996	366,361	413 974	365,180	351,489	387,095	301,613	418,575	486,808	524,760	495,072	351,799	4,826 721
1866	312,846	277,234	412,715	413,970	418 024	384,684	338,858	384,401	429,177	496,455	429,546	352,218	4,660,328
1867	305,557	311,088	395,372	409,248	357,749	307,963	313,130	434,318	488,388	539,871	429,785	380,034	4,663,808
1868	362,021	338,335	381,497	455,983	400,486	363,550	301,495	435,781	512,523	------	------	------	------
Michigan Central:													
1863	242,073	245,858	236,432	238,495	236,453	208,221	193,328	215,449	308,168	375,438	339,794	306,186	3,168,065
1864	252,435	278,848	348,802	338,276	271,553	265,780	263,244	346,781	408,445	410,802	405,510	376,470	3,970,946
1865	306,324	279,137	344,228	337,241	401,456	365,663	329,105	413,501	476,631	490,694	447,670	328,870	4,520,550
1866	282,439	265,796	337,158	343,737	365,196	335,083	324,936	359,646	429,161	493,640	414,604	308,669	4,260,115
1867	304,095	283,661	379,210	362,783	333,952	284,977	313,021	398,993	464,778	506,296	412,934	330,373	4,371,073
1868	343,816	304,315	326,880	415,758	369,236	325,501	321,013	392,942	456,9 3	------	------	------	------
Milwaukee and St. Paul:													
1867	319,763	240,755	261,143	316,266	401,900	369,356	365,412	350,565	751,738	1,101,771	775,616	438,323	5,683,608
1868	368,487	350,884	333,281	425,629	565,718	458,094	423,247	522,545	1,023,520	------	------	------	------
New York Central:													
1862	749,163	631,956	710,814	770,223	736,114	610,417	749,571	752,841	892,744	1,018,375	968,228	1,002,798	9,693,244
1863	920,272	790,167	867,590	911,397	839,126	841,165	818,512	840,450	1,079,551	1,041,522	1,045,401	1,157,818	11,052,853
1864	921,831	936,587	059,024	1,105,664	1,004,435	1,029,736	1,055,793	1,273,117	1,450,076	1,227,113	1,137,505	1,116,829	13,357,709
1865	957 869	613,381	955,659	1,346,734	1,255,521	1,132,701	1,162,024	1,495,752	1,524,434	1,526,829	1,486,356	1,117,853	14,575,128
1866	1,086,360	895,887	1,135,745	1 190,491	1,170,415	1,084,533	1,135,461	1,285.911	1,480,929	1,530,518	1,211,108	935,857	14,143,215
1867	901,571	845,853	1,075,773	1,227,286	1,093,731	934,536	1,101,693	1,388,915	1,732,673	------	------	------	------
Ohio and Mississippi:													
1864	210,329	260,466	309,261	269,444	224,963	223,242	268,177	302,596	332,400	278,006	346,243	275,950	3,311,077
1865	259,223	239,139	313,914	271,527	290,916	304,463	349,285	344,700	350,348	372,618	412,553	284,319	3,793,005
1866	267,541	246,109	326,236	277,424	283,130	253,925	247,262	305,454	278,701	310,762	302,426	281,613	3,380,583
1867	242,793	219,065	279,647	284,729	282,939	240,135	234,633	322,521	365,371	379,367	336,066	272,053	3,459,319
1868	211,973	231,351	265,905	252,149	204,620	217,082	194,455	287,557	307,122	------	------	------	------
Philadelphia and Reading:													
1862	192,216	217,161	244,423	258,674	283,996	254,285	388,725	414,707	448,994	463,873	466,557	454,826	4,088,837
1863	335,684	361,834	396,771	429,929	505,517	464,809	451,884	574,486	714,302	815,902	746,955	526,009	6,324,083
1864	436,742	532,786	617,021	669,384	757,178	936,188	711,457	1,170,241	1,125,635	754,551	1,032,149	812,178	9,555,510
1865	653,053	608,305	116,215	923,283	416,341	566,979	957,194	1,121,205	1,351,579	1,419,232	1,196,955	902,685	10,033,026
1866	738,061	725,967	779,198	861,604	1,109,267	1,140,201	996,841	1,252,836	833,742	887,793	874,974	436,990	10,637,124
1867	500,458	534,561	703,618	838,603	965,358	903,974	864,637	693,104	873,153	956,658	837,351	------	------
Pittsburg, Fort Wayne and Chicago:													
1862	293,420	274,258	295,778	282,695	277,009	261,210	249,419	277,380	397,525	401,299	364,334	370,983	3,745,310
1863	337,350	365,598	461,965	462,987	427,094	395,845	350,753	407,077	463,509	505,814	466,300	487,642	5,132,934
1864	290,676	457,227	611,297	588,066	525,751	532,911	506,641	625,547	675,360	701,352	691,556	914,082	7,129,466
1865	690,144	678,504	857,583	733,866	637,186	646 995	584,523	712,495	795,938	858,501	712,363	580,964	8,489,062
1866	559,982	480,986	662,163	599,806	682,510	633,667	552,378	648,201	654 926	757,441	679,935	555,222	7,467,217
1867	542,416	525,497	627,960	590,557	586,484	507,451	537,381	606 218	669,037	784,800	690,598	573,727	7,242,126
1868	492,694	602,753	684,190	774,103	611,914	601,246	571,834	653,237	761,329	------	------	------	------
St. Louis, Alton and Terre Haute:													
1863	109,808	110,603	120,310	123,115	113,798	123,949	118,077	130,378	153,470	144,736	143,748	162,921	1,554,913
1864	100,872	147,485	160,497	157,786	149,855	155,730	144,942	218,236	234,194	204,785	202,966	204,728	2,084,074
1865	170,079	153,674	202,771	167,300	177,625	173,722	167,513	218,546	216,783	222,736	207,301	162,694	2,240,744
1866	178,120	155,893	192,138	170,485	168,699	162,532	166,015	222,953	198,884	244,834	219,427	177,364	2,250,143
1867	149,658	149,342	174,153	158,162	171,736	156,066	172,933	220,788	219,160	230,340	205,095	180,971	2,216,402
1868	127,593	133,392	149,164	155,388	130,545	140,468	------	------	------	------	------	------	------
Toledo, Wabash and Western:													
1863	86,321	91,971	103,056	132,111	134,272	152,585	105,554	116,379	170,595	151,062	134,563	111,339	1,439,79[illegible]
1864	79,735	95,843	132,596	123,987	127,010	156,338	139,626	244,114	241,840	221,570	220,209	265,154	2,050,322
1865	144,084	139,171	155,753	144,001	138,738	194,525	271,799	374,024	377,981	375,534	361,910	247,023	2,924,543
1866	226,060	194,167	256,407	270,300	316,433	325,691	304,917	396,248	349,117	436,065	354,831	287,150	3,717,386
1867	237,674	200,793	270,630	317,052	329,078	304,810	309,591	364,724	382,996	406,766	351,759	333,480	3,509,358
1868	278,712	265,793	263,259	292,285	260,529	293,344	283,833	484,208	450,208	------	------	------	------
Western Union:													
1865	43,716	37,265	32,378	33,972	63,862	82,147	68,189	59,862	75,677	92,715	61,770	37,830	689,282
1866	45,102	46,005	39,301	43,332	86,913	62,918	85,276	60,698	84,462	100,312	75,248	54,465	814,067
1867	39,078	27,667	36,392	40,710	57 852	60,558	58,262	73,525	126,495	120 268	79,474	44 719	774 947
1868	46,415	40,703	39,198	49,231	70,163	77,339	60,762	84,907	97,538	------	------	------	------

NATIONAL AND STATE SECURITIES.

*Indicates that no interest is paid.	Amounts outstanding.	Interest Rate.	Interest Payable.	When Payable.	Market Price.
National Securities, Oct. 1, 1868.					
Loan of Jan. 28, 1847 ..... registered	matured.	6	Jan. & July.	1867	----
Loan of March 31, 1848 ..... registered		6	" "	1868	----
" " " ..... coupon		6	" "	1868	----
Texas Indemnity, of Sep. 9, 1850 ..... coupon	256,000	---	presentation.	Due.	----
Loan of June 14, 1858 ..... registered	20,000,000	5	Jan. & July.	1874	118
" " " ..... coupon		5	" "	1874	114½
Loan of June 22, 1860 ..... registered	7,022,000	5	" "	1871	126
" " " ..... coupon		5	" "	1871	126
Loan of Feb. 8, 1861 ..... registered	18,415,000	6	" "	1881	115
" " " ..... coupon		6	" "	1881	115⅞
Oregon War Bonds of March 3, 1861	1,016,000	6	" "	1881	110
" " " " " yearly		6	July.	1881	----
Loan of July 17, 1861 ..... registered	284,246,300	6	Jan & July.	1881	115
" " " ..... coupon		6	" "	1881	115⅞
Loan of Feb. 25, 1862 (5-20s) ... registered	1,594,883,600	6	May & Nov.	1882	106⅝
" " " (5-20s) ..... coupon		6	" "	1882	113½
Loan of March 3, 1864 (5-20s) ... registered		6	May & Nov.	1884	106⅝
" " " (5-20s) ..... coupon		6	" "	1884	111¾
Loan of March 3, 1865 (5-20s) ... registered		6	May & Nov.	1885	106⅝
" " " (5-20s) ..... coupon		6	" "	1885	112
" " 2d series (5-20s) ... registered		6	Jan. & July.	1886	108¾
" " " (5-20s) ..... coupon		6	" "	1886	110½
" " 3d series (5-20s) ... registered		6	" "	1887	108
" " " (5-20s) ..... coupon		6	" "	1887	110
Loan of March 3, 1864, (10-40s) ... registered	194,566,400	5	Mar. & Sept.	1904	104½
" " " (10-40s) ..... coupon		5	" "	1904	105¾
Pacific R. R. Bonds ..... (currency)	32,034,000	6	Jan. & July.	'95-'97	100
Treas'y Notes (7-30s) June 30, '64 : 2d series	matured.	7.3	June & Dec.	1868	----
" " (7-30s) Mar. 3, '65 : 3d series		7.3	Jan. & July	1868	----
Matured Debt not presented	12,184,244	---	presentation.	.....	----
Gold Certificates of Deposit	20,236,400	---	presentation.	.....	----
Compound Interest Notes 1864 '65	5,251,930	6	At maturity.	3 y'rs	----
United States Notes (greenbacks)	356,021,073	---	.....	.....	----
Three per cent. certificates	62,230 000	---	.....	.....	----
Fractional currency	32,933,614	---	.....	.....	----
Navy Pension Fund	13,000,000	3	.....	.....	----
State Securities, latest.					
Alabama—State Bonds ..... coupon	168,000	5	May & Nov.	1872	63
" — " " (extended) ... "	1,941,000	5	" "	1883	----
" — " " (funded coup.) "	437,850	5	" "	1887	----
" — " " (sterling) ... "	648,000	5	Jan. & July	1876	----
" — " " (") ..... "	688,000	6	" "	1876	----
Arkansas—*Bank Loan (real estate) . coupon	899,000	6	April & Oct.	1861	----
" —* " " (State Bank). "	610,000	6	Jan. & July.	1868	----
California—Civil Bonds of 1857 ..... coupon	3,727,500	7	Jan. & July.	1877	131½
" — " " 1860 ..... "	198,500	7	" "	1880	----
" —Soldiers Relief Bonds ..... "	1,548,500	7	" "	'83-'84	99
Connecticut—War Bonds of May, 1861	2,000,000	6	Jan. & July.	'71-'81	100
" — " " Oct., 1861	2,000,000	6	" "	'72-'82	----
" — " " Nov., 1863	2,000,000	6	" "	1883	100½
" — " " May, 1864	2,000,000	6	April & Oct.	'74-'84	----
" — " " May, 1'65 (free).	2,000,000	6	" "	1885	----
Florida—State Bonds ..... coupon	370,617	8	Jan. & July.	var	----
" — " " " "		7	" "	var.	----
Georgia—State Bonds (Railroad) ..... coupon	276,000	7	various.	72-'74	92
" — " " (Act Mar. 12, '66. "	3,030,000	7	Jan. & July.	1886	----
" — " " (Railroad) ..... "	1,569,000	6	" "	'68-'74	81½
" — " " (Railroad) ..... "	734,000	6	Feb. & Aug.	'78-'86	----
" — " " (Sterling) ..... "	72,000	5	Mar. & Sept.	1869	----
Illinois—Ill. and Mich. Canal ..... coupon	1,157,223	6	Jan. & July.	1870	99½
" — " " " ..... registered	1,229,667	6	" "	1870	----
" —State Bonds ..... coupon	948,910	6	" "	'60-'70	----
" — " " ..... "	4,357,253	6	" "	'77-'79	99⅞
" —War Loan Bonds ..... "	945,200	6	" "	1879	99½
Indiana—State Bonds ..... coupon	1,191,992	2½	Jan. & July.	1866	----
" — " " ..... "	3,829,936	5	" "	1866	95
" — " " ..... "	309,000	6	May & Nov.	1886	98
Iowa—State Bonds ..... coupon	180,000	7	Jan. & July.	1868	----
" —War Loan Bonds ..... "	300,000	7	" "	1881	----
Kansas—State Bonds ..... coupon	99,945		Jan. & July.	1875	----
" —War Loan Bonds ..... "	500,000		" "	'76-'81	----
Kentucky—State Bonds ..... coupon	901,000	6	Jan. & July.	'68-'71	100
" — " " ..... "	1,421 000	6	April & Oct.	'70-'71	----
" — " " ..... "	415,000	6	May & Nov.	1870	----
" — " " ..... "	253,000	5	April & Oct.	'67-'73	----
" —Military Bonds ..... "	645,000	6	various.	'80-'95	----
Louisiana—State Bonds (Banks) ..... coupon	4,832,953	6	Feb. & Aug.	'68-'86	----
" — " " (Railroads) ... "	2,928,000	6	various.	'69-'99	63½
" — " " (Schools, &c.). "	665,000	6	Jan. & July.	1897	----
" — " " (Levees) ..... "	1,000,000	6	various.	1886	----
" — " " (New) ..... "	892,800	6	"	'86-'87	----
Maine—Mass. Land Debt of '53	150,000	5	October.	'67-'72	----
" —Civil Loans of 1855-'56 ..... coupon	174,000	6	Mar & Sept.	'67-'74	----
" — " " 1857-'61 ..... "	171 000	6	various.	'75-'78	----
" —War Loan of 1861 ..... "	800,000	6	"	1871	100
" — " " 1863 ..... "	525,000	6	Mar. & Sept	1883	100½
" —Bounty Loan of 1863 ..... "	475,000	6	Feb. & Aug.	1880	100½
" —War Loan of 1864 ..... "	2,832,500	6	June & Dec.	1889	100½
Maryland—State Bonds (Balt. & Susq. R.R.).	315,000	3	J. A. J & O.	1890	95½
" — " " (B & T. W. Can.) sterl.	1,017,622	5	" "	1865	----
" — " " (Balt and Ohio R.R.)	24,000	5	" "	1880	----
— " " (C. and O. Can.) sterl.	1,405,507	5	"	1889	----
— " " (R. R. various) "	120,000	5	"	1889	----
— " " (") cur'cy.	159,974	5	"	'89-'90	----
— " " (B. & O. R.R.) sterl.	3,277,389	5	"	1890	----
— " (C. and O. Can.) "	3,259,616	5	"	1890	----
— " " (Ches. & Ohio Can.).	2 000,000	6		1870	----
— " " (Balt. & Susq R.R.).	1,000,000	6	"	1870	96½
— " (Bounty)	501,000	6	"	abt.'74	96½
— " (Ches. & Ohio Can.).	30,000	6	"	1885	----
— " (Balt. & Susq. R.R.).	429,588	6		1890	----
Massachusetts—Funding Loan	15,000	5	June & Dec.	1868	----
— " "	21,000	5	"	1870	----
—General Statutes Loan	150,000	5	Jan. & July.	1870	----
—Funding Loan	17,000	5	June & Dec.	1872	----
Massachusetts—State Almshouse Loan	100,000	5	May & Nov	1872	----
" —S. Almsh. and State H. Loan	275,000	5	April & Oct.	'73-'74	104
" —Back Bay Land Loan	220,000	5	May & Nov.	1882	----
" —Lun. Hosp. (W. Mass.)	150,000	6	April & Oct.	1868	103
" —Funding Loan	75,000	6	June & Dec.	1868	----
" — " "	172,000	6	" "	'70-'72	130
" —Lun. Hosp. and State Prison.	94,000	6	Jan. & July.	1874	126½
" —Lun Hosp. (W. Mass.)	50,000	6	June & Dec.	1877	125
" —Union Fund Loan	600,000	5	Jan. & July.	'77-'78	----
" —Coast Defense Loan	898,000	5	" "	1883	114
" —Bounty Fund Loan	200,000	5	" "	1893	115
" — " " "	4,379,500	5	May & Nov.	1894	115
" — " " " sterling .	3,996,000	5	" "	1894	----
" —Union Fund Loan	850,000	6	Jan. & July.	'71-'73	129
" — " " "	2,150,000	6	" "	'74-'76	126½
" —War Loan (currency)	2,113,000	6	Mar. & Sept.	'71-'86	102¼
" —Western R.R. Loan (sterling)	4,319,520	5	April & Oct.	'68-'71	----
" —Eastern R.R. Loan	275,000	5	Jan. & July.	'68-'71	----
" —Southern Vermont R.R.	200,000	5	April & Oct.	1890	----
" —Troy and Greenfi'd R.R.	966,500	5	" "	'91-'93	111½
" — " " " (stg.)	554,186	5	" "	'88.'90	----
Michigan—Sault Canal Bonds	100,000	6	Jan. & July.	1878	93
" —Renewal Bonds	216,000	6	" "	1878	----
" —Two Million Loan Bonds	1,750,000	6	" "	'73-'83	95
" — " " " "	250,000	7	" "	1868	----
" —War Loan Bonds	1,111,500	7	" "	1886	99
" —Bounty Loan Bonds	463,000	7	May & Nov.	1890	----
Minnesota—State Building Loan	100,000	7	Jan. & July.	1877	----
" —*Railroad Loan Bonds	2,275,000	7	" "	1883	----
Mississippi—*State Bonds (Planters' Bank) .	2,000,000	6	.....	'41-'71	----
" — " " (Union Bank)	5,000,000	6	.....	Var.	----
Missouri—State Bonds	622,000	6	Jan. & July.	'62-'83	91½
" —Hannibal and St. Joseph R.R.	3,000,000	6	" "	'81-'85	92
" —Pacific R.R.	7,000,000	6	" "	'81-'87	----
" —Southwestern R.R.	4,500,000	6	" "	'85-'87	----
" —North Missouri R.R.	4,350,000	6	" "	'82-'87	----
" —Iron Mountain R.R.	3,500,000	6	" "	'83-'89	----
" —Cairo and Fulton R.R.	650,000	6	" "	'85-'87	----
" —Platte County R.R.	700,000	6	" "	1887	----
New Hampshire—War Loan of July 1, 1861 ..	1,194,100	6	Jan. & July.	'67-'78	100
" — " " Sept. 1, 1864 ..	600,000	6	May & Nov.	'84-'89	100
" — " " Oct. 1, 1866 ..	609,500	6	April & Oct.	'67-'74	100
" — " " July 1, 1866 ..	500,000	8	Jan. & July.	1869	99⅞
New Jersey—War Loan of 1861 (free)	1,798,900	6	Jan. & July.	'67-'84	102½
" — " " 1863 (")	1,002,900	6	" "	'86-'96	----
" — " " 1864	793,400	6	" "	'97-'02	105
New York—General Fund Bonds	700,000	7	J. A. J. & O.	1870	103
" —Bounty Fund Bonds ..... coupon	2,559,000	7	Jan. & July.	1877	108
" — " " " " ..... registered	27,726,500	7	" "	1877	108½
" —General Fund Bonds	1,189,780	6	" "	pleas.	----
" — " " "	500,000	6	" "	1868	----
" — " " "	800,000	6	" "	1878	----
" — Canal Fund Bonds	3,050,000	6	J. A. J. & O.	1871	100½
" — " " "	6,090,000	6	" "	1873	101½
" — " " "	2,250,000	6	" "	1874	100½
" — " " "	1,400,000	6	" "	'75-'77	191
" —General Fund Bonds	909 607	5	Jan. & July.	pleas.	----
" — " "	442,960	5	May & Nov.	1868	----
" — " "	900,000	5	Jan. & July.	1875	91
" — " "	800,000	5	" "	1878	----
" —Canal Fund Bonds	1,163,000	5	J. A. J. & O.	1868	----
" — " " "	167,000	5	" "	1871	----
" — " " "	4,500 000	5	" "	1874	93
North Carolina—State Bonds	366,000	6	Various.	'69-'78	65
" — " "	8,334,000	6	Jan. & July.	'81-'90	----
" — " "	650,000	6	April & Oct.	'90-'91	----
" — " " (new)	3,500,000	6	Jan. & July.	1900	66½
Ohio—State Bonds (Union Loan)	280,366	6	Jan. & July.	1868	100
" — " "	2,183,532	6	" "	1870	100
" — " "	1,600,000	6	" "	1875	101
" — " "	4,095,309	6	" "	1881	102
" — " "	2,400,000	6	" "	1886	102
Oregon—State Bonds (Relief and Bounty) ...	218,674	7	Jan. & July.	1875	----
Pennsylvania—State Bonds ..... coupon	4,993,000	5	Various.	'77-'82	98½
" — " " ..... registered	5,083,052	5	"	'68-'70	100½
" —Inclined Plane Bonds	400,000	6	April & Oct	1879	----
" —State Bonds, 1st series	92,850	5	Jan. & July.	1877	----
" — " " 2d series	99,480	5	" "	1882	----
" — " " 3d series	720,983	5	" "	1892	----
" — " " 1st series	4,907,150	6	" "	1877	105½
" — " " 2d series	7,909,520	6	" "	1882	106½
" — " " 3d series	9,270,017	6	" "	1892	108½
" —Military Loan Bonds	3,000,000	6	Feb. & Aug.	1871	102½
Rhode Island—State War Bonds of 1861	468,500	6	April & Oct.	1871	100
" — " " " 1862	1,196,000	6	Mar. & Sept.	1882	100
" — " " " 1863	269,000	6	April & Oct.	1883	100½
" — " " " 1863	776,000	6	Jan. & July.	1893	100½
" — " " " 1864	917,000	6	Feb. & Aug.	1894	100½
South Carolina—Free Loan Bonds	798,888	5	J. A. J. & O.	'68-'70	----
" —State Bonds (various)	3,275,000	6	Jan. & July	'71-'90	----
" — " " (new)	1,210,803	6	" "	1887	----
Tennessee—State Bonds	1,949,430	5	April & Oct.	1868	----
" — " "	239,187	5½	" "	Var.	60½
" — " "	1,706,000	6	" "	1868	----
" —Railroad, &c., Loan Bonds	14,006,000	6	Jan. & July	30 yrs.	----
" — " endorsement	2,207,000	6	" "	Var.	----
" —New Bonds	6,000,000	6	" "	1882	69
Vermont—State War Bonds	1,667,500	6	June & Dec.	'71-'78	100½
Virginia—State Bonds (sterling)	1,865,000	5	Jan. & July.	long.	----
" — " " (sterling new)	466,250	5	" "	long.	----
" — " " ..... registered	108,000	5	" "	long.	----
" — " ..... "	21,469,398	6	" "	long.	----
" — " ..... coupon	10,900,000	6	" "	long.	----
" — ..... registered	1,379,500	6	"	1876	59½
" — " (") ..... coupon	489,300	6	"	1886	----
" — " " (")	39,000	6	"	1890	----
Wisconsin—State Bond	405,100		Jan & July	'77-'89	----

AMERICAN RAILROAD BOND LIST.

An Asterick (*) affixed to rate of interest signifies "Payable in Coin."

Description of Bonds.	Amount.	Rate.	Interest Payable. When.	Interest Payable. Where.	Due.	Price.
Adirondack:						
1st Mortgage	$915,000	7	Jan. & July.	New York.	1886	....
Alabama and Florida:						
1st Mortgage	300,000	7	Jan. & July.	New York.	1867	....
Land Mortgage	550,000	7	" "	" "	1887	....
3d Mortgage	300,000	7	April & Oct.	" "	1871	....
Interest Coupon	304,101	7	Jan. & July.	" "	1876	....
Albany and Susquehanna:						
1st Mortgage	1,000,000	7	Jan. & July.	New York.	1893	....
Albany City Loan	1,000,000	6	May & Nov.	" "	1895	....
2d Mortgage for $2,000,000	639,000	7	April & Oct.	" "	1885	....
Allegheny Valley:						
1st Mortgage	.....	7	April & Oct.	Pittsburg.	1891	....
1st Mortgage (Extension)	.....	7	" "	"	18—	....
Androscoggin:						
1st Mortgage	415,000	6	June & Dec.	Portland.	1877	....
Ashuelot:						
1st Mortgage	150,000	6	Jan. & July.	Keene.	1861	....
Atlantic and Great Western:						
1st Mortgage (New York)	886,000	7*	April & Oct.	London.	1879	....
1st Mortgage (Pennsylvania)	2,151,500	7*	" "	"	1877	....
1st Mortgage (Ohio)	3,740,900	7	" "	New York.	1876	....
1st Mortgage (Franklin Branch)	349,000	7*	June & Dec.	London.	1882	....
1st Mortgage (Buffalo Extension)	1,382,000	7*	April & Oct.	"	1884	....
1st Mortgage (Silver Creek Br.)	200,000	7*	March & Sept.	"	1884	....
2d Mortgage (New York)	761,000	7	April & Oct.	New York.	1881	....
2d Mortgage (Pennsylvania)	757,500	7*	" "	London.	1882	....
2d Mortgage (Ohio)	2,653,000	7*	Jan. & July.	"	1883	....
Consolidated Mortgage	17,105,000	7*	April & Oct.	"	1895	....
Atlantic and Gulf:						
1st Mortgage (S., A. & G. R. R.)	300,000	7	April & Oct.	Savannah.	18—	....
1st Mort. (A. & G.R.R.No. 7 to T.	500,000	7	" "	New York.	18—	....
1st Mort. (A. & G. R.R. S., No. 7)	500,000	7	" "	" "	18—	....
1st mortgage (Bainbridge Ext)	500,000	7	" "	" "	18—	....
Consol. Mort. ($2,000,000) free	.....	7	Jan. & July.	" "	1897	....
Atlantic and St. Lawrence:						
Portland City Loan (skg fund)	1,500,000	6	Various.	B. & N. Y.	'68-'70	....
2d Mortgage	1,499,992	6	April & Oct.	Portland.	1866	....
Sterling Loan	484,000	6*	May & Nov.	London.	1878	....
Baltimore and Ohio:						
Loan of 1834	821,261	6	J. A. J. & O.	Baltimore.	1867	....
Loan of 1855	894,250	6	Jan. & July.	"	1875	95
Loan of 1850	602,000	6	" "	"	1880	....
Loan of 1853	1,744,500	6	April & Oct.	"	1885	96
Baltimore City Loan of 1855	5,000,000	6	Jan. & July.	"	1890	....
Northwestern Va. R. R. 2d Mort.	493,000	6	" "	"	1873	....
Northwestern Va. R. R. 3d Mort.	201,000	6	" "	"	1885	....
Bay de Noquet and Marquette:						
1st Mortgage	250,000	7	Jan. & July.	New York.	18—	....
Bellefontaine:						
1st Mortgage (B. and Ind. R.R.)	1,225,000	7	Jan. & July.	New York.	'70-'90	....
2d Mortgage	483,000	7	" "	" "	1870	....
Bellefonte and Snow Shoe:						
1st Mortgage	99,000	6	Jan. & July.	Philadelphia.	18—	....
Belvidere Delaware:						
1st Mortgage (guar. by C. & A.)	1,000,000	6	June & Dec.	New York.	1867	....
2d Mortgage (guar. by C. & A.)	500,000	6	March & Sept.	Princeton.	1885	82½
3d Mortgage (guar. by C. & A.)	745,000	6	Feb. & Aug.	"	1877	78
Blue Ridge, S. Car.:						
1st Mortgage of $2,500,000	204,000	7	Jan. & July.	Charleston.	1884	....
Boston, Clinton and Fitchburg:						
1st Mort. (Agricultural Br. R.R.)	100,000	6	Jan. & July.	Northboro'.	1875	....
1st Mortgage (B., C. and F. R.R.)	300,000	6	" "	Boston.	1886	....
Boston, Concord and Montreal:						
1st Mort. (Conc. to War. 71 m.)	200,000	7	Feb. & Aug.	New York.	1865	....
2d Mort. conv. (1st M. on 22½ m.)	100,000	6	Jan. & July.	Boston.	1870	....
2d Mort. conv. (1st M. on 22½ m.)	250,000	7	" "	New York.	1870	....
Sinking Fund Mortgage	500,000	6	" "	Boston.	1889	....
Boston, Hartford and Erie:						
1st Mortgage (old)	600,000	7	March & Sept.	Boston.	1884	80
1st Mortgage (new)	3,900,000	7	Jan. & July.	"	1899	67½
Boston and Lowell:						
Company bonds (no mortgage)	440,000	6	Jan. & July.	Boston.	1873	....
Company bonds (no mortgage)	200,000	6	April & Oct.	"	1879	....
Company bonds (no mortgage)	304,600	6	" "	"	1887	....
Boston and Providence:						
Company bonds (no mortgage)	94,382	6	April & Oct.	Boston.	68-'77	....
Buffalo, Bradford and Pittsburg:						
1st Mortgage	1,766,000	7	Jan. & July.	New York.	1886	....
Buffalo, Corry and Pittsburg:						
1st Mortgage (B., C. & P. of Pa.)	100,000	7	Jan. & July.	Pittsburg.	18—	....
1st Mort. (Buff. & O.C.Cross-cut)	600,000	7	" "	New York.	18—	....
Buffalo and Erie:						
Co. bonds (Buff. and State Line)	400,000	7	June & Dec.	New York.	1870	....
Co. bonds (Buff. and State Line)	100,000	7	May & Nov.	" "	1873	....
Co. bonds (Buff. and State Line)	200,000	7	Jan. & July.	" "	1882	....
Co. bonds (Erie and Northeast)	300,000	7	" "	" "	1886	....
Buffalo, New York and Erie:						
1st Mortgage	2,000,000	7	June & Dec.	New York.	1877	92
2d Mortgage	380,000	7	May & Nov.	" "	1872	....
Burlington and Missouri River:						
Land Grant Mortgage	1,800,000	7	April & Oct.	New York.	1893	91
General Mortgage	1,288,000	7	" "	" "	1870	....
Unsecured bds con. into pref. stk.	1,200,000	8	Jan. & July.	" "	1878	101½
Unsecured b'ds (2d series) conv.	600,000	7	" "	" "	1870	....
Camden and Amboy:						
Sterling Bonds, skg fund £380,550	1,841,862	5*	Jan. & July.	London.	1880	....
Loan for $560,000	210,600	6	April & Oct.	New York.	1867	....
Loan for $800,000	338,040	6	" "	" "	1870	94
Loan for $675,000	675,000	6	" "	" "	1875	90
Loan for $1,700,000	1,700,000	6	Feb. & Aug.	" "	1883	88
Loan for $2,500,000	867,000	6	May & Nov.	" "	1889	88
Consol. Mortgage for $5,000,000	4,437,300	6	June & Dec.	" "	1889	97½
Camden and Atlantic:						
1st Mortgage	490,000	7	Jan. & July.	Philadelphia.	1873	....
2d Mortgage	498,000	7	April & Oct.	"	1880	....
Camden and Burlington County:						
1st Mortgage of 1867 for $350 000	$259,000	6	Feb. & Aug.	Philadelphia.	1897	90½
Cape Cod Central:						
1st Mortgage	125,000	6	— & —	Boston.	18—	....
Cape May and Millville:						
1st Mortgage	200,000	7	— & —	New York.	18—	....
Catawissa:						
1st Mortgage	262,000	7	Feb. & Aug.	Philadelphia.	1882	....
Cedar Falls and Minnesota:						
1st Mort. (C. F. to Waver. 14 m.)	294,000	7	April & Oct.	New York.	1885	....
1st Mort. (W. to Minn. L. 69 m.)	1,407,000	7	Jan. & July.	" "	1887	....
Cedar Rapids and Missouri River:						
1st Mortgage	.....	7	— & —	New York.	1887	93
Central Branch Union Pacific:						
1st Mort. (Atchison & Pike's P.)	1,600,000	6	May & Nov.	New York.	1895	....
2d Mortgage Governm't subsidy.	1,600,000	6	Jan. & July.	" "	1895	....
Central of Georgia:						
1st Mortgage	786,000	7	March & Sept.	Savannah.	1875	....
Central of New Jersey:						
1st Mortgage	900,000	7	Feb. & Aug.	New York.	1870	....
2d Mortgage	600,000	7	May & Nov.	" "	1875	103½
Central Ohio:						
1st Mortgage	2,500,000	6	March & Sept.	New York.	1890	85½
Central Pacific of California:						
1st Mortgage (ex. 725 m.) free	15,400,000	6*	Jan. & July.	New York.	1896	103
2d Mortgage (paid by Cal.)	1,500,000	7*	" "	" "	1885	111
Convertible bonds	1,500,000	7*	" "	" "	1883	111
National Loan	15,400,000	6	" "	" "	1895	....
Charleston and Savannah:						
1st Mortgage (guar by S. Car.)	505,000	6	March & Sept.	Charleston.	1877	....
Charlotte and South Carolina:						
1st Mortgage for $500,000	334,000	7	Jan. & July.	New York.	var.	....
Cheraw and Darlington:						
1st Mortgage	150,000	7	— & —	Charleston.	1870	....
2d Mortgage	75,000	7	— & —	"	1868	....
Cheshire:						
Company bonds	672,200	6	Jan. & July.	Boston.	'75-'80	93
Chester Valley:						
1st Mortgage	500,000	7	May & Nov.	Philadelphia.	1872	51½
Chicago and Alton:						
1st Mortgage, pref. sinking fund.	444,000	7	May & Nov.	New York.	1877	101½
1st Mortgage	2,400,000	7	Jan. & July.	" "	1893	....
Income bonds (2d Mortgage)	1,100,000	7	April & Oct.	" "	1883	....
Chicago, Burlington and Quincy:						
Trust Mortgage	3,078,000	8	Jan. & July.	New York.	1883	112
Trust Mortgage, convertible	150,000	8	" "	" "	1883	....
2d Mortgage	941,000	*4½	July.	Frankfort.	1890	....
Company bonds	680,000	7	March & Sept.	New York.	1890	....
Chicago, Cincinnati and Louisv.:						
1st Mortgage for $1,000,000	400,000	7	Jan. & July.	New York.	1887	....
Chicago and Great Eastern:						
1st Mortgage	5,600,000	7	April & Oct.	New York.	1895	77
1st Mortgage (convertible)		7	" "	" "	1895	....
Income bonds	150,000	7	— & —	" "	18—	....
Chicago, Iowa and Nebraska:						
1st Mortgage	1,110,000	7	— & —	New York.	1881	....
Chicago and Milwaukee:						
1st Mortgage (C. and N. W.)	1,726,200	7	Jan. & July.	New York.	1893	90
Chicago and Northwestern:						
Flagg Trust, mort. on C. D. G.	200,000	8	Jan. & July.	New York.	.....	....
Pref. sinking fund b'ds (193 m.)	1,250,000	7	Feb. & Aug.	" "	1885	97
Funded Coupons	756,000	7	May & Nov.	" "	1883	90½
General 1st Mortgage	3,604,000	7	Feb. & Aug.	" "	1885	91½
1st Mortgage, Appleton Ext.	184,000	7	" "	" "	1885	92
1st Mortgage, Green Bay Ext.	300,000	7	" "	" "	1885	....
Equipment Bonds	165,000	7	April & Oct.	" "	1874	....
Mississippi River Bridge Bonds.	200,000	7	Jan. & July.	" "	1884	....
Elgin and State L. purchase b'ds	189,000	6	" "	" "	1878	....
Consolidated sinking fund bonds	3,040,000	7	F. M. A. & N.	" "	1915	98
Equipment Bonds	2,200,000	10	May & Nov.	" "	1871	....
1st Mort. (Gal. & Chic. U. R. R.)	1,919,000	7	Feb. & Aug.	" "	1882	....
2d Mort. (Gal. & Chic. U. R. R.)	1,173,000	7	May & Nov.	" "	1875	....
1st Mortgage (Peninsula R.R.)	1,075,000	7	March & Sept.	" "	1898	....
1st Mortgage (Chic. & Mil. R.R.)	1,726,200	7	Jan. & July.	" "	1893	96½
Chicago, Rock Island and Pacific:						
1st Mortgage (C. & R. I. R.R.)	1,397,000	7	Jan. & July.	New York.	1870	102
1st Mort. (C., R. I. and P. R. R.)	6,699,000	7	" "	" "	1896	95
Cin. & Chic. A.L.(C.C.&I.C.R.R.):						
1st Mortgage	.....	7	Feb. & Aug.	New York.	1890	....
Sinking Fund	.....	7	May & Nov.	" "	1886	....
Cincinnati, Dayton and Eastern:						
1st Mortgage	465,000	7	Feb. & Aug.	New York.	1896	....
Cincinnati, Hamilton and Dayton:						
2d Mortgage (1st Mort. paid)	1,250,000	7	May & Nov.	New York.	1880	....
3d Mortgage	500,000	8	Jan. & July.	" "	1885	....
Cincinnati and Indiana:						
1st Mortgage	2,000,000	7	— & —	New York.	1895	88½
Cincinnati and Indianapolis Junc.:						
1st Mortgage	1,200,000	7	— & —	New York.	1888	....
Cincinnati and Martinsville:						
1st Mort. (guar. by I. C. & Laf.)	400,000	7	— & —	New York.	1895	....
Cincinnati, Richmond & Chicago:						
1st Mortgage	560,000	7	— & —	New York.	1896	....
Cincinnati and Zanesville:						
1st Mortgage	1,300,000	7	May & Nov.	New York.	1893	....
Cleveland, Columbus and Cinc.:						
1st Mortgage	425,000	7	Jan. & July.	New York.	'68-'90	....
Cleveland and Mahoning:						
1st Mortgage	850,000	7	Feb. & Aug.	New York.	1873	....
2d Mortgage	587,000	8	March & Sept.	" "	1876	....
Hubbard Branch, 1st Mortgage.	105,600	7	Jan. & July.	" "	1881	....
Cleveland and Pittsburg:						
2d Mortgage (or 1st Extension)	1,130,000	7	March & Sept.	New York.	1873	95½
3d Mortgage (or 2d Extension)	1,603,000	7	May & Nov.	" "	1875	87½
4th Mortgage (or 3d Extension)	1,106,489	6	Jan. & July.	" "	1892	77½
Consol. S. F. Mort. ($5,000,000)	135,000	7	May & Nov.	" "	1890	94

AMERICAN RAILROAD BOND LIST.

An Asterick (*) affixed to rate of interest signifies "Payable in Coin."

Description of Bonds.	Amount.	Rate.	Interest Payable. When.	Interest Payable. Where.	Due.	Price.
Cleveland, Painesv. and Ashta.:						
1st Mortgage	$500,000	7	Jan. & July.	New York.	1874	....
2d Mortgage	1,000,000	7	" "	" "	1881	....
3d Mortgage	1,000,000	7	April & Oct.	" "	1888	....
Cleveland and Toledo:						
1st Mort. (Junc. R. R. 1st Div.)	27,000	7	April & Oct.	New York.	1867	....
1st Mort. (Junc. R. R. 2d Div.)	126,000	7	June & Dec.	" "	1882	....
1st Mortgage (Clev. and Tol.)	692,000	7	April & Oct.	" "	1886	....
1st Mortgage S. F. (Clev. & Tol.)	2,021,000	7	Jan. & July.	" "	1885	100½
Columbia and Augusta:						
1st Mortgage for $1,000,000	650,000	7	Jan. & July.	New York.	1888	....
Columbus, Chicago & Ind. Cent.:						
Trust Mort. S. F. for $15,000,000	.....	7	April & Oct.	New York.	1906	76½
Columbus and Indiana Central:						
1st Mortgage	3,200,000	7	May & Nov.	New York.	1904	81
2d Mortgage	816,000	7	" "	" "	18—	....
Income Bonds	1,500,000	7	" "	" "	18—	....
Columbus and Xenia:						
1st Mortgage for $500,000	248,000	7	March & Sept.	Columbus.	1890	....
Connecticut and Passumpsic Riv.:						
1st Mortgage for $800,000	573,800	6	June & Dec.	Boston.	1876	....
Notes	300,000	7	" "	"	1876	....
Connecticut River:						
1st Mortgage	250,000	6	March & Sept.	Boston.	1878	96½
Connecting:						
1st Mortgage guaranteed	1,000,000	6	Jan. & July.	Philadelphia.	1896	86
Council Bluffs and St. Joseph:						
1st Mortgage	500,000	7	Jan. & July.	New York.	1887	....
Cumberland Coal and Iron:						
Bonds of Nov., 1852	397,000	6	Jan. & July.	New York.	1869	....
Bonds of Feb., 1864	89,000	6	Feb. & Aug.	" "	1869	....
Bonds of July, 1867	98,000	6	" "	" "	1877	....
Cumberland and Pennsylvania:						
1st Mortgage for $1,000,000	898,000	6	March & Sept.	New York.	1891	....
Cumberland Valley:						
1st Mortgage	161,000	8	April & Oct.	Philadelphia.	1904	....
2d Mortgage	109,500	8	" "	"	1904	....
Company's Bonds	85,300	6	" "	Harrisburg.	18—	....
Danbury and Norwalk:						
1st Mortgage	100,000	7	Jan. & July.	New York.	'70-'80	....
Dayton and Michigan:						
1st Mortgage	283,000	7	Jan. & July.	New York.	1867	....
2d Mortgage	2,589,000	7	" "	" "	1881	....
3d Mortgage	642,000	7	March & Sept.	" "	1884	....
Toledo Depot Bonds	169,500	7	" "	" "	'81-'94	....
Dayton and Union:						
1st Mortgage, registered	149,000	7	March & Sept.	New York.	1879	....
2d Mortgage	135,000	7	June & Dec.	" "	1879	....
Income Bonds	251,000	6	" "	" "	'79 aft	....
Dayton and Western:						
1st Mortgage	275,000	7	March & Sept.	New York.	1882	....
2d Mortgage	463,000	6	June & Dec.	" "	.....	....
Delaware:						
1st Mortgage	500,000	6	Jan. & July.	Philadelphia.	1875	....
Guaranteed Bonds	100,000	6	" "	"	1875	....
State Loan	170,000	6	" "	"	1876	....
Delaware, Lackawan. & Western:						
1st Mort. (L. & W.) for $900,000	564,000	7	Jan. & July.	New York.	1871	98
1st Mort. (East. Ext.) $1,500,000	1,111,000	7	April & Oct.	" "	1875	98½
2d Mort. (General) for $2,600,000	1,633,000	7	March & Sept.	" "	1881	96
Des Moines Valley:						
1st Mortgage (on 154 miles)	2,310,000	8	April & Oct.	New York.	1877	....
Income Bonds	462,000	7	Jan. & July.	" "	1884	....
Detroit and Milwaukee:						
1st Mortgage, convertible	2,500,000	7	May & Nov.	New York.	1875	....
2d Mortgage	1,000,000	8	" "	" "	1884	....
1st Mortgage Funded Coupons	628,525	7	Jan. & July.	" "	1875	....
2d Mortgage Funded Coupons	377,115	7	May & Nov.	" "	1875	....
Bonds of June 30, 1866, (cond)	1,837,789	7	.....	" "	1886	....
Detroit, Mon. & Tol. (M.S. & N.I.)						
1st Mortgage	924,000	7	Feb. & Aug.	New York.	1876	....
Detroit and Pontiac (Detr. & Mil.):						
1st Mortgage	250,000	7	Jan. & July.	New York.	1878	....
2d Mortgage	250,000	8	Feb. & Aug.	" "	1886	....
Dubuque and Sioux City:						
1st Mortgage (1st Division)	300,000	7	Jan. & July.	New York.	1883	97
1st Mortgage (construction)	660,000	7	" "	" "	1894	....
Sinking Fund (convertible)	1,000,000	7	May & Nov.	" "	1888	....
Dubuque Southwestern:						
1st Mortgage, preferred	100,000	7	Jan. & July.	New York.	1895	....
2d Mortgage, ordinary	450,000	7	" "	" "	1895	....
East Brandywine & Waynesboro:						
1st Mortgage	168,000	7	Feb. & Aug.	Philadelphia.	1882	....
Eastern:						
State Loan (1st Lien)	350,000	5	J. A. J. & O.	Boston.	'68-'72	....
2d Mortgage, (convert. sterling)	420,000	5*	Jan. & July.	London.	1872	....
2d Mortgage, convertible	739,000	6	Feb. & Aug.	Boston.	1874	96
1st Mortgage, (Essex Railroad)	214,400	6	Jan. & July.	"	1876	....
East Pennsylvania:						
1st Mortgage, Sinking Fund	574,900	7	April & Oct.	Philadelphia.	1888	....
East Tennessee and Georgia:						
Tennessee Loan (old)	1,037,000	6	Jan. & July.	New York.	1882	....
Tennessee Loan (1866)	449,830	6	" "	" "	1898	....
Mortgage (old)	643,000	6	" "	" "	18—	....
Mortgage (new)	124,900	7	" "	" "	18—	....
East Tennessee and Virginia:						
Tennessee Loan (old)	1,599,000	6	Jan. & July.	New York.	1888	....
Tennessee Loan (1866)	600,000	6	" "	" "	1898	....
Tennessee endorsed bonds	185,000	6	" "	" "	18—	....
Edgefield and Kentucky:						
Tennessee Loan	870,000	6	Jan. & July.	New York.	'18—	....
Elmira and Williamsport:						
1st Mortgage	1,050,000	7	Jan. & July.	Philadelphia.	1880	93½
Plain Bonds	570,000	5	April & Oct.	"	1872	61
European and North American:						
1st Mortgage, S. F., £411,000	.....	6*	Jan. & July.	London.	18—	....
Erie:						
1st Mortgage	$3,000,000	7	May & Nov.	New York.	1877	104½
2d Mortgage	4,000,000	7	March & Sept.	" "	1879	102
3d Mortgage	6,000,000	7	" "	" "	1883	94½
4th Mortgage	4,441,000	7	April & Oct.	" "	1880	88
5th Mortgage	926,500	7	June & Dec.	" "	1888	....
Buffalo Branch Bonds	186,400	7	Jan. & July.	" "	1891	....
Sterling Loan £800,000	3,875,520	7*	March & Sept.	London.	1875	....
Erie and Pittsburg:						
1st Mortgage	900,000	7	Jan. & July.	Philadelphia.	1882	....
2d Mortgage for $700,000	370,200	7	April & Oct.	"	1875	....
Evansville and Crawfordsville:						
1st Mortgage of 1852	350,000	7	Jan. & July.	New York.	1869	....
1st Mortgage of 1854	740,000	7	May & Nov.	" "	1869	....
Rockville Extension 1st Mort.	150,000	7	Feb. & Aug.	" "	1881	....
Fall River, Warren & Providence:						
1st Mortgage	200,000	7	— & —	Providence.	18—	....
Flemington:						
1st Mortgage, guaranteed	100,000	6	— & —	Princeton.	18—	....
Flint and Pere Marquette:						
1st Mortgage	815,000	7	— & —	New York.	18—	....
Galena and Chicago Union:						
1st Mortgage	1,919,000	7	Feb. & Aug.	New York.	1882	....
2d Mortgage	1,173,000	7	May & Nov.	" "	1875	....
Mississippi Bridge	200,000	7	Jan. & July.	" "	1884	....
Grand Rapids and Indiana:						
1st Mortgage	167,000	7	Jan. & July.	New York.	1886	....
Grand River Valley:						
1st Mortgage, guaranteed	100,000	8	Jan. & July.	New York.	18—	....
Grand Trunk (Ca.):						
1st Preference Bonds	12,573,661	5*	Jan. & July.	London.	18—	....
2d Preference Bonds	7,355,986	5*	" "	"	18—	....
3d Preference Stock	3,414,094	4*	" "	"	18—	....
4th Preference Stock	25,592,860	4*	" "	"	18—	....
Equipment Bonds	2,433,333	6*	April & Oct.	"	18—	....
Postal and Military bonds	5,840,000	var	Feb. & Aug.		18—	....
Great Western of Canada:						
Government Loan £573,688	2,782,387	6*	— & —	Ottawa.	.....	....
Mortgage Bonds £615,200	2,983,720	6*	— & —	London.	'73-'76	....
Mortgage Bonds £547,000	2,652,950	5½*	— & —	"	'77-'78	....
Stock Debentures £46,700	226,500	5*	— & —	"	*irred.*	....
Great Western of Illinois:						
1st Mortgage (W. Div.)	1,000,000	10	April & Oct.	New York.	1868	....
1st Mortgage (E. Div.)	45,000	7	Feb. & Aug.	" "	1888	....
1st Mortgage (General)	2,500,000	7	" "	" "	1888	90
2d Mortgage	2,500,000	7	May & Nov.	" "	1893	81½
Greenville and Columbia:						
State guaranteed bonds	550,000	6	Jan. & July.	Charleston.	18—	....
1st Mortgage	1,000,000	7	" "	New York.	18—	....
Hannibal and St. Joseph:						
State Loan of 1851	1,500,000	6	Jan. & July.	New York.	1881	92
State Loan of 1855	1,500,000	6	" "	" "	1885	....
Land Mort. of 1863 for $3,400,000	2,300,000	7	April & Oct.	" "	1888	....
Convertible bonds of 1863	800,000	7	Jan. & July.	" "	1888	....
Six year bonds of 1865	1,000,000	10	" "	" "	1872	....
Harrisburg and Lancaster:						
1st Mortgage, guaranteed	700,000	6	Jan. & July.	Philadelphia.	1883	....
Hartford and New Haven:						
1st Mortgage	927,000	6	Jan. & July.	New York.	1873	90
Hartford, Providence and Fishkill:						
1st Mort. (R. Island 26.32 m.)	481,000	7	Jan. & July.	Hartford.	1876	....
1st Mort. (Connecticut 96.04 m.)	1,574,500	7	"	"	1876	....
Hempfield:						
1st Mortgage	500,000	6	Jan. & July.	Philadelphia	18—	....
Housatonic:						
1st Mortgage	191,000	6	Jan. & July.	Bridgeport.	1877	....
2d Mortgage	96,000	7	" "	"	1885	....
Houston and Texas Central:						
Texas State Loan, sinking fund	432,000	6	April & Oct.	New York.	67 '69	....
1st Mortgage	1,360,000	7	Jan. & July.	" "	1866	....
Land Mort. S. F. ($20,000 p. m.)	.....	6	" "	" "	1891	....
Hudson River:						
1st Mortgage	110,000	6	Feb. & Aug.	New York.	1869	....
1st Mortgage	1,954,000	7	" "	" "	1869	105½
1st Mortgage	1,936,000	7	" "	" "	1870	....
2d Mortgage, sinking fund	2,000,000	7	June & Dec.	" "	1885	104½
3d Mortgage	183,000	7	May & Nov.	" "	1875	....
Huntington and Broad Top Mt.:						
1st Mortgage	416,000	7	April & Oct.	Philadelphia.	1870	....
2d Mortgage	367,500	7	Feb. & Aug.	"	1875	....
Consol. Mortgage	723,245	7	April & Oct.	"	1895	....
Illinois Central:						
Construction	5,090,500	7	April & Oct.	New York.	1875	116½
Construction	2,499,000	6	" "	" "	1875	....
Redemption	2,563,000	6	" "	" "	1890	....
Redemption, sterling	363,000	6*	" "	London.	1875	....
Illinois and Southern Iowa:						
1st Mortgage	300,000	7	Feb. & Aug.	New York.	1882	....
Indianapolis, Cin. and Lafayette:						
1st Mortgage (Ind. and Cin.)	500,000	7	Jan. & July.	New York.	1866	....
Indianapolis and Madison:						
1st Mortgage	612,000	7	May & Nov.	New York.	1881	....
Jackson, Lansing and Saginaw:						
1st Mortgage	1,495,000	8	Jan. & July.	New York.	1884	....
Jeffersonville (J. M. & I.):						
1st Mortgage	397,000	7	March & Sept.	New York.	1861	....
2d Mortgage		7	April & Oct.	" "	1873	....
Jeffersonville, Madison & Indian.:						
1st Mortgage	1,980,000	7	April & Oct.	New York.	1906	....
Louisville Loan (endorsement)	150,000	6	" "	" "	1882	....
Joliet and Chicago:						
1st Mortgage, guaranteed, S. F.	500,000	8	Jan. & July.	New York.	1874	....
Joliet and Northern Indiana:						
1st Mortgage, guaranteed	800,000	8	Jan. & July.	New York.	1883	....
Junction, Philadelphia:						
1st Mortgage, guaranteed	800,000	6	April & Oct.	Philadelphia.	1896	....

AMERICAN RAILROAD BOND LIST.

An Asterick (*) affixed to rate of interest signifies "Payable in Coin."

Description of Bonds.	Amount.	Rate.	Interest Payable. When.	Interest Payable. Where.	Due.	Price.
Kentucky Central:						
1st Mort. (Covington & Lexing.)	$128,000	7	— & —	New York.	1872	....
2d Mortgage (do.)	844,000	7	— & —	" "	1882	....
3d Mortgage (do.)	236,000	7	— & —	" "	1885	....
Keokuk and St. Paul:						
1st Mortgage, sinking fund, conv.	400,000	8	May & Nov.	New York.	1887	....
Income	100,000	7	" "	" "	1887	....
Knoxville and Charleston:						
Tenn. State Loan	450,000	6	Jan. & July.	New York.	1898	....
Knoxville and Kentucky:						
Tenn. State Loan (old)	1,310,000	6	Jan. & July.	New York.	1890	....
Tenn. State Loan (new)	800,000	6	" "	" "	1898	....
Lackawanna and Bloomsburg:						
1st Mortgage	.....	7	Jan. & July.	New York.	1875	....
1st Mortgage (Extension)	.....	7	March & Sept.	Philadelphia.	1885	....
2d Mortgage	.....	7	April & Oct.	"	1880	....
2d Mortgage (Extension)	.....	7	May & Nov.	"	1890	....
Lake Erie and Louisville:						
1st Mortgage for $1,600,000	500,000	7	Jan. & July.	New York.	1893	....
Lehigh and Lackawanna:						
1st Mortgage (tax free)	200,000	7	Feb. & Aug.	Philadelphia.	1897	....
Lexington and Frankfort:						
1st Mortgage	44,000	6	Jan. & July.	Lexington.	'69-'74	....
Lehigh Valley:						
1st Mort. (exchangeable for new)	1,437,000	6	May & Nov.	Philadelphia.	1873	....
New Mortgage, free of taxes	1,000,000	6	June & Dec.	"	1898	96½
Little Miami:						
1st Mortgage	1,489,000	6	May & Nov.	New York.	1883	....
Cincinnati Loan	100,000	6	" "	Cincinnati.	1880	....
Little Schuylkill:						
1st Mortgage, sinking fund	847,500	7	April & Oct.	Philadelphia.	1877	....
Long Island:						
1st Mortgage	500,000	6	Jan. & July.	New York.	1870	....
Hunter's Point Extension	175,000	7	Feb. & Aug.	" "	1890	....
Glen Cove Branch	150,000	6	May & Nov.	" "	1893	....
Louisville, Cincin. and Lexington:						
1st Mortgage for $3,000,000	2,116,000	7	Jan. & July.	New York.	1897	....
Louisville and Frankfort:						
1st Mortgage	108,000	6	Jan. & July.	New York.	'69-'78	....
Louisville Loan	100,000	6	" "	" "	1881	....
Louisville and Nashville:						
1st Mortgage, Main Stem	1,594,000	7	Jan. & July.	New York.	'69-'77	....
1st Mortgage, Memphis Branch	267,000	7	May & Nov.	" "	'78-'75	....
1st Mortgage, Bardstown Branch	30,000	7	— & —	" "	18—	....
1st Mort. Lebanon Br. and Ext.	600,000	7	— & —	" "	18—	....
Louisville Loan, Main Stem	849,000	6	April & Oct.	" "	'86-'87	....
Louisville Loan, Lebanon Br.	225,000	7	May & Nov.	" "	1885	....
Louisville Loan, Leb. Br. Ext.	600,000	6	April & Oct.	" "	1893	....
Consolid. 1t mort. for $8,000,000	.....	7	" "	" "	1898	....
Louisville, N. Albany & Chicago:						
1st Mort., New Albany & Salem	2,235,000	6	— & —	New York.	18—	....
Macon and Brunswick:						
1st Mort. endorsed by Georgia	160,000	7	Jan. & July.	New York.	1887	....
McMinnville and Manchester:						
Tenn. State Loan	772,000	6	Jan. & July.	New York.	.....	....
Mahanoy and Broad Mountain:						
1st Mortgage	250,000	6	Jan. & July.	Philadelphia.	1884	....
Maine Central:						
$1,100,000 Loan	1,095,000	6*	Feb. & Aug.	Boston.	'90-'91	....
$400,000 Loan	315,200	6	June & Dec.	"	'70-'71	....
Bangor City Loan	660,000	6	April & Oct.	"	1874	....
2d Mort. (Penob. & Ken. R. R.)	300,000	6	Feb. & Aug.	Bangor.	1870	....
Marietta and Cincinnati:						
1st Mortgage	2,368,385	7	Feb. & Aug.	Baltimore.	1892	91½
1st *Mortgage*, Sterling	1,000,000	7*	" "	London.	1892	....
2d Mortgage	520,000	7	May & Nov.	Baltimore.	1896	78½
Scioto and Hocking Valley	300,000	7	" "	"	1896	....
Memphis and Charleston:						
Tenn. State Loan	1,595,530	6	Jan. & July.	New York.	1892	....
1st Mortgage, Convertible	1,294,000	7	May & Nov.	" "	1880	....
2d Mortgage for $1,000,000	417,000	7	Jan. & July.	" "	1887	....
Memphis, Clarkesville & Louisv.:						
Tenn. State Loan	1,582,000	6	Jan. & July.	New York.	18—	....
Memphis and Little Rock:						
Tenn. State, endorsements	350,000	6	Jan. & July.	New York.	18—	....
Tenn. State, Funded coupons	105,000	6	" "	" "	18—	....
Mortgage (road and land)	600,000	8	May & Nov.	" "	1890	....
Memphis and Ohio:						
Tenn. State Loan and coupons	2,396,110	6	Jan. & July.	New York.	18—	....
Michigan Centra :						
1st *Mortgage*, sterling	467,489	6*	Jan. & July.	London.	1872	....
1st *Mortgage*, sterling, convertible	500,000	8*	March & Sept.	"	1869	....
1st Mortgage, dollars, convertible	1,777,000	8	" "	New York.	1869	115
1st Mortgage, dollars, convertible	293,000	8	April & Oct.	"	1882	....
Consol. Sinking Fund Mortgage	4,231,500	8	" "	" "	1882	115½
Michigan Southern & North. Ind.:						
1st Mortgage, Sinking Fund	6,094,000	7	May & Nov.	New York.	1885	100
2d Mortgage	2,693,000	7	" "	" "	1877	94
Goshen Air Line Mortgage	637,000	7	Feb. & Aug.	" "	1868	....
Detroit, Monroe & Toledo Mort.	924,000	7	" "	" "	1876	....
Mifflin and Centre County:						
1st Mortgage	145,000	6	April & Oct.	Philadelphia.	1885	....
Milwaukee and Prairie du Chien:						
1st Mortgage	390,500	7	Jan. & July.	New York.	1891	....
Milwaukee and St. Paul:						
1st Mortgage—370 miles	5,361,000	7	Jan. & July.	New York.	1893	95
2d Mortgage	1,476,000	7	April & Oct.	" "	1884	90
1st Mortgage (P. du C.)	3,582,000	8	.....	" "	18—	103½
2d Mortgage (P du C.)	739,000	7.3	.....	" "	18—	100
1st Mort. (Iowa and Minn. Div.)	2,000,000	7	Jan. & July.	" "	18—	96½
Minnesota Valley:						
1st Mortgage $6,000 per mile	100,000	7	Jan. & July.	New York.	1896	....
Mississippi Central:						
1st Mortgage	1,246,000	7	May & Nov.	New York.	18—	....
2d Mortgage	1,517,000	8	Feb. & Aug.	" "	18—	....
Tenn. State Loan	1,078,980	6	Jan. & July.	" "	1896	....
Mississippi and Tennessee:						
1st Mortgage	$600,000	7	April & Oct.	New York.	1876	....
2d Mortgage for $1,300,000	850,000	8	Jan. & July.	" "	1870	....
Tennessee State Loan	317,800	6	" "	" "	1892	....
Mobile and Girard:						
1st Mortgage Bonds	$250,000	6	— & —	.....	18—	....
Mobile and Ohio:						
1st *Mortgage*, Sterling	4,593,000	6*	May & Nov.	London.	1882	....
1st *Mortgage*, Sterling		8*	" "	Mobile.	1882	....
Tennessee Loans	1,669,800	6	Jan. & July.	New York.	1891	....
Income of '61, '62, '65 and '67	388,900	8	May & Nov.	Mobile.	1867	....
Liquidation (10 year) bonds	556,421	8	" "	New York.	1876	....
Interest bonds	697,900	8	" "	Mobile.	1882	....
Montgomery and Eufala:						
1st Mortgage, endorsed by Ala.	129,000	8	March & Sept.	New York.	1886	....
Montgomery and West Point:						
Company Bonds	100,000	7	Jan. & July.	.....	1870	....
Company Bonds	299,200	7	" "	.....	1876	....
Company Bonds	639,500	7	" "	.....	1881	....
Morris and Essex:						
1st Mortgage, Sinking Fund	5,000,000	7	May & Nov.	New York.	1914	100
2d Mortgage	3,000,000	7	Feb. & Aug.	" "	1891	89
Nashville and Chattanooga:						
1st Mortgage, endorsed by Tenn.	1,569,000	6	Jan. & July.	New York.	18—	....
Tenn. State Loan	150,000	6	" "	" "	18—	....
Tenn. Coupons Funded	426,270	6	" "	" "	18—	....
Nashville and Decatur:						
Tenn. State Loan	2,115,176	6	Jan. & July.	New York.	'88-'98	....
Income Bonds (Tenn. and Ala.)	205,000	6	April & Oct.	Nashville.	1870	....
Nashville and Northwestern:						
Tenn. State Loan	2,672,000	6	Jan. & July.	New York.	88-'94	....
2d Mortgage	792,050	6	" "	" "	71-'88	....
Naugatuck:						
1st Mortgage, Convertible	246,000	7	Jan. & July.	Bridgeport.	1876	....
Newark and New York:						
1st Mortgage	600,000	...	— & —	New York.	18—	....
New Bedford and Taunton:						
1st Mortgage	174,000	6	Jan. & July.	Boston.	1881	....
New Brunswick and Canada:						
1st *Mortgage*, Sterling £220,000	1,100,000	6*	May & Nov.	London.	1867	....
Newcastle and Beaver Valley:						
1st Mortgage for $150,000	125,000	7	May & Nov.	Philadelphia.	1882	....
2d Mortgage for $100,000	39,200	7	March & Sept.	"	1877	....
New Haven and Northampton:						
1st Mortgage	450,000	7	Jan. & July.	New Haven.	1869	....
1st Mort. (Hamps. & Hampd.)	200,000	6	April & Oct.	"	1874	....
New Jersey:						
Company Bonds (var. issues)	850,000	6	Feb. & Aug.	New York.	73-'87	....
New London Northern:						
1st Mortgage	60,000	7	Jan. & July.	New London.	1875	....
1st Mortgage, Extension	370,000	7	March & Sept.	"	1885	....
N. Orleans, Jackson & Gt. North.:						
1st Mortgage for $3,000,000	2,741,000	8	Jan. & July.	New York.	1886	....
2d Mortgage for $3,000,000	1,619,000	8	" "	" "	1890	....
N. Orleans, Opelousas & Gt. Wtn:						
1st Mort. construction (80 m.)	1,903,000	8	April & Oct.	New York.	1889	....
2d Mort. (F.) for $1,000,000 (80m.)	40,000	8	Jan. & July.	" "	1887	....
N[illegible]:						
P[illegible], Sinking Fund Bonds.	6,189,954	6	May & Nov.	New York.	1883	95
Funding Sinking Fund Bonds	1,514,000	7	Feb. & Aug.	" "	1876	102½
Bonds for B. & N. Falls R.R.Co.	77,000	6	May & Nov.	" "	1883	....
Bonds for railroad stocks	594,000	6	" "	" "	1883	....
Bonds for real estate	165,000	6	" "	" "	1883	....
Bonds and mortgages	176,865	7	various.	" "	var.	....
Convertible bonds	453,000	7	Feb. & Aug.	" "	1876	....
Renewal bonds of 1868	2,900,000	6	June & Dec.	" "	1887	96
New York and Flushing:						
1st Mortgage	125,000	7	— & —	New York.	18—	....
New York and Harlem:						
1st Mortgage of 1853	3,000,000	7	May & Nov.	New York.	1873	103
3d Mortgage of 1858	99,500	7	Jan. & July.	" "	1863	....
Consolidated mortgage of 1863	1,797,000	7	Feb. & Aug.	" "	1893	....
New York and New Haven:						
1st Mortgage	1,068,500	6	April & Oct.	New York.	1875	96½
New York, Providence & Boston:						
1st Mortgage	230,000	6	Feb. & Aug.	New York.	'73-'78	....
Improvement Bonds	100,000	7	Jan. & July.	" "	1881	....
Extension Bonds	250,000	6	May & Nov.	" "	1883	....
Norfolk and Petersburg:						
1st Mortgage	297,750	7	Jan. & July.	New York.	'65-'77	....
1st Mortgage	328,600	8	" "	" "	65-'70	....
2d Mortgage for $300,000	6,000	8	" "	Norfolk.	1869	....
North Eastern:						
1st Mortgage	700,000	7	March & Sept.	Charleston.	1869	....
2d Mortgage for $300,000	145,000	7	" "	"	1869	....
Interest Certificates	228,086	7	Jan. & July.	"	1875	....
North Missouri:						
1st Mortgage for $6,000,000	3,000,000	7	Jan. & July.	New York.	1898	83½
N[illegible] Pennsylvania:						
1st Mortgage	2,638,349	6	Jan. & July.	Philadelphia.	1880	92½
Chattel Mortgage	377,365	10	April & Oct.	"	1887	....
2d Mortgage	274,500	7	— & —	"	18—	92
North Shore, S. I.:						
1st Mortgage	110,200	7	— & —	New York.	18—	....
Northern Central:						
1st Mortgage, Sinking Fund	1,500,000	6	J. A. J. & O.	Baltimore.	Irred.	....
2d Mortgage, Sinking Fund	2,500,000	6	Jan. & July.	"	1885	86
3d Mortgage, Sinking Fund	1,064,500	6	April & Oct.	"	1900	85
Northern New Hampshire:						
Company Bonds	145,000	6	April & Oct.	Boston.	1874	....
Northern New Jersey:						
1st Mortgage	300,000	7	Jan. & July.	New York.	18—	....
North Western Virginia:						
1st Mortgage	.....	6	— & —	Baltimore.	18—	97
2d Mortgage (B. & O. R. R. Co.)	493,000	6	Jan. & July.	"	1873	93
3d Mortgage (B. & O. R. R. Co.)	200,000	6	" "	"	1895	....

AMERICAN RAILROAD BOND LIST.

An Asterick (*) affixed to rate of interest signifies "Payable in Coin."

Description of Bonds.	Amount.	Rate.	Interest Payable. When.	Interest Payable. Where.	Due.	Price.
North Carolina:						
Equipment Bonds of 1857	$339,000	8	March & Sept.	Office, N. Car.	1867	....
New Loan for $800,000	.....	8	" "	"	1887	....
Ogdensburg and Lake Champlain:						
1st Mort. conv. into pref. stock	985,000	7	Jan. & July.	Boston.	1870	100
Equipment Bonds	300,000	8	" "	"	'69–'78	102½
Ohio and Mississippi:						
1st Mortgage, E. Div	2,050,000	7	Jan. & July.	New York.	1872	95½
1st Mortgage, W. Div	850,000	7	" "	" "	1872	....
2d Mortgage, W. Div	750,000	7	" "	" "	1874	....
Income, W. Div	221,500	7	April & Oct.	" "	1882	....
Consolidated Mort. for $6,000,000	.....	7	Jan. & July.	" "	1898	....
Old Colony and Newport:						
Company Bonds	180,000	6	April & Oct.	Boston.	'67–'69	96½
Company Bonds	223,000	5	Various.	"	'77–'84	....
Company Bonds	2,467,000	6	"	"	'75–'76	....
Orange, Alexandria & Manassas:						
1st Mort. (Alex. to Gordonsville)	400,000	6	May & Nov.	New York.	873	83
1st Mort. (Charlotte to Lynchb.)	1,130,500	6	Jan. & July.	" "	875	....
2d Mort. " "	578,500	8	May & Nov.	Richmond.	875	75
3d Mort. " "	83,200	8	March & Sept.	Alexandria.	880	....
Funded Coupons 1st & 2d Mort.	200,600	7	Jan. & July.	New York.	----	....
Virginia State Loan of '58 & '59	249,962	7	" "	" "	'92–'98	....
Oswego and Rome:						
1st Mort. guar. by R. W. & O.	500,000	7	May & Nov.	New York.	1816	....
Income	200,000	6	Feb. & Aug.	" "	1891	....
Oswego and Syracuse:						
1st Mortgage	498,500	6	Jan. & July.	New York.	'70–'80	....
2d Mortgage	375,000	7	May & Nov.	" "	1885	....
Pacific of Mo.:						
State Loan (20 and 30 years)	7,000,000	6	Jan. & July.	New York.	'72–'89	....
Mortgage, construction	1,500,000	7	" "	" "	'68–'70	95½
St. Louis Loan	700,000	6	" "	St. Louis.	'71–'73	....
1st (new) Mortgage for $7,000,000	.....	6*	Feb. & Aug.	New York.	1888	100
Panama:						
1st *Mortgage*, Sterling	416,000	7*	April & Oct.	London.	1870	....
1st *Mortgage*, Sterling	346,000	7*	" "	"	1875	....
2d *Mortgage*, Sterling	1,912,000	7*	Feb. & Aug.	"	1872	....
Peninsula (C. & N. W.):						
1st Mortgage	1,075,000	7	March & Sept.	New York.	1898	....
Pennsylvania:						
1st Mort. } Harrisb. to Pittsb.	4,972,000	6	Jan. & July.	Philadelphia.	1880	100¾
2d Mort. } Harrisb. to Pittsb.	2,597,000	6	April & Oct.	"	1875	96⅝
2d *M.* stg. } Harrisb. to Pittsb.	2,283,840	6	" "	London.	1875	....
General Mortgage	59,000	6	—— & ——	Philadelphia.	18—	....
State lien on whole property	6,375,734	5	April & Oct.	Harrisburg.	1870	....
Short Bonds and Debentures	3,400,000	6	—— & ——	Philadelphia.	18—	....
Pensacola and Georgia:						
1st Mortgage	1,185,300	7	Jan. & July.	New York.	18—	....
1st Mortgage (Tallahassee R.R.)	206,000	7	" "	" "	18—	....
2d Mortgage	255,000	8	" "	" "	18—	....
Peoria and Bureau Valley:						
1st Mortgage	600,000	8	Jan. & July.	New York.	18—	....
Peoria, Pekin and Jacksonville:						
1st Mortgage for $1,000,000	550,000	7	Jan. & July.	New York.	1887	....
Petersburg:						
Coupon Bonds	66,400	7	Jan. & July.	Petersburg.	'71–'72	....
Philadelphia and Baltimore Cent.:						
1st Mortgage	575,000	7	Jan. & July.	Philadelphia.	1876	....
Philadelphia and Erie:						
1st Mortgage (Sunbury & Erie.)	1,000,000	7	April & Oct.	Philadelphia.	1877	....
1st Mortgage (General)	5,000,000	6	" "	"	1881	89¾
2d Mortgage	4,000,000	7	" "	"	1901	80
3d Mortgage for $3,000,000	600,000	6	" "	"	1885	....
Philadelphia, Germant. & Norist.:						
Convertible Loan	116,100	6	Jan. & July.	Philadelphia.	1882	....
Philadelphia and Reading:						
Bonds of 1849	2,656,600	6	April & Oct.	Philadelphia.	1870	105½
Bonds of 1861	106,000	6	Jan. & July.	"	1871	....
Bonds of 1836-43-44-48 and 49	2,497,800	6	" "	"	1880	92
Bonds of 1857, convertible	171,000	6	" "	"	1886	....
Bonds of 1836, Sterling	182,400	5*	" "	London.	1880	....
Bonds of 1836, Sterling, conv.	288,000	7*	" "	"	'72–'77	....
Mort. bonds of '68, clear of taxes	.....	7	April & Oct.	Philadelphia.	1893	103
Philadelphia and Trenton:						
1st Mort. (Camden & Amboy)	200,000	6	May & Nov.	Philadelphia.	1868	....
Philadelphia, Wilmington & Balt.:						
Mortgage Loan, convertible	411,000	6	Jan. & July.	Philadelphia.	1884	....
Bonds of 1866	1,000,000	6	April & Oct.	"	'71–'76	96½
Bonds of 1867	415,000	6	" "	"	1887	....
Pittsburg and Connellsville:						
1st Mort. (Turtle Creek Div.)	400,000	6	Feb. & Aug.	New York.	1889	....
Baltimore Loan (bonds & stock)	1,000,000	6	" "	Baltimore.	1886	....
Pittsburg, Ft. Wayne & Chicago:						
1st Mortgage (Series A)	875,000	7	Jan. & July.	New York.	1912	105½
1st Mortgage (Series B)	875,000	7	Feb. & Aug.	" "	1912	....
1st Mortgage (Series C)	875,000	7	March & Sept.	" "	1912	....
1st Mortgage (Series D)	875,000	7	April & Oct.	" "	1912	....
1st Mortgage (Series E)	875,000	7	May & Nov.	" "	1912	....
1st Mortgage (Series F)	875,000	7	June & Dec.	" "	1912	....
2d Mortgage (Series G)	860,000	7	Jan. & July.	" "	1912	99½
2d Mortgage (Series H)	860,000	7	Feb. & Aug.	" "	1912	....
2d Mortgage (Series I)	860,000	7	March & Sept.	" "	1912	....
2d Mortgage (Series K)	860,000	7	April & Oct.	" "	1912	....
2d Mortgage (Series L)	860,000	7	May & Nov.	" "	1912	....
2d Mortgage (Series M)	860,000	7	June & Dec.	" "	1912	....
3d Mortgage	2,000,000	7	April & Oct.	" "	1912	93½
Bridge (O. & P. R. R.) bonds	153,000	7	May & Nov.	" "	1876	....
Pittsburg and Steubenville:						
1st Mortgage	1,000,000	7	Feb. & Aug.	New York.	1881	....
2d Mortgage	500,000	7	" "	" "	1881	....
Portland and Kennebec:						
1st Mortgage	230,000	6	April & Oct.	Boston.	1883	....
Consolidated Bonds	300,000	6	" "	"	1895	....
Potsdam and Watert. (R.W. & O.)						
1st Mortgage, guaranteed	511,500	7	June & Dec.	New York.	'69–'74	....
Providence, Warren and Bristol:						
1st Mortgage	$100,000	8	March & Sept.	Providence.	1872	....
2d Mortgage	50,000	8	June & Dec.	"	1877	....
Quincy and Toledo:						
1st Mortgage	500,000	7	May & Nov.	New York.	1890	....
Raritan and Delaware Bay:						
1st Mortgage, S. F. (68 m.)	1,000,000	7	March & Sept.	New York.	1888	....
2d Mortgage	250,000	7	" "	" "	1888	....
Equipment Bonds, convertible	208,000	7	" "	" "	1876	....
Tom's River Br. 1st Mort.	74,800	7	—— & ——	" "	18—	....
Reading and Columbia:						
1st Mortgage	650,000	7	March & Sept.	Philadelphia.	1882	....
2d Mortgage	350,000	7	June & Dec.	"	1884	....
Rensselaer and Saratoga:						
1st Mortgage (R. & S.)	150,000	7	Jan. & July.	New York.	1873	....
1st Mortgage (Sar. & Whitehall)	400,000	7	March & Sept.	" "	1886	....
1st Mort. (Troy, Salem & Rutl.)	500,000	7	May & Nov.	" "	1890	....
2d Mortgage (R. & S.)	450,000	7	Jan. & July.	" "	'80–'87	....
Richmond and Danville:						
Virginia State Loan	600,000	6	Jan. & July.	New York.	'87–'88	....
Bonds guaranteed by Virginia	200,000	7	" "	" "	'75–'76	73
4th Mortgage	423,000	7	Feb. & Aug.	" "	1875	....
4th Mortgage	504,000	7	" "	Richmond.	1873	....
Funded Interest	82,100	7	" "	N. Y. & Rich.	'69–'76	....
Richmond and Fort Wayne:						
1st Mortgage, guaranteed	.....	7	—— & ——	New York.	18—	....
Rich., Fredericksburg & Potomac:						
Company Bonds, sterling	57,333	6*	Jan. & July.	London.	1875	....
Company Bonds, dollar	203,576	6	"	Richmond.	'69–'75	....
Company Bonds, dollar	271,399	7	"	"	'75–'79	....
Richmond and Petersburg:						
Company Bonds (coup. & reg.)	130,500	7	June & Dec.	N. Y. & Rich.	1875	....
Company Bonds (coupons)	175,000	7	March & Sept.	Philadelphia.	1870	....
Roanoke Valley (R. & Dan.):						
1st Mortgage	148,200	7	Jan. & July.	New York.	'69–'76	....
Rockford, R. Island & St. Louis:						
1st *Mortgage*, convertible, S.F. free	.....	7*	Feb. & Aug.	N. Y. & Lond.	1919	97½
Rome, Watertown & Ogdensb.:						
1st Mortgage, Sinking Fund	554,500	7	June & Dec.	New York.	1891	100
2d Mort. (Watertown & Rome)	37,000	7	March & Sept.	" "	'68–'71	....
Sinking Fund (Watert. & Rome)	731,600	7	" "	" "	1880	....
1st Mort. (Potsdam & Watert.)	511,500	7	June & Dec.	" "	'69–'74	....
Rutland and Burlington:						
1st Mortgage	1,800,000	7	Feb. & Aug.	Boston.	1863	152
2d Mortgage	937,500	7	" "	"	1863	....
3d Mortgage	440,000	7	" "	"	1863	....
Sacramento Valley:						
1st *Mortgage*	400,000	10*	Jan. & July.	New York.	1875	....
2d *Mortgage*	329,000	10*	Feb. & Aug.	San Francisco.	1881	....
St. Joseph and Council Bluffs:						
1st Mortgage	1,400,000	10	March & Sept.	New York.	1892	....
St. Louis, Alton and Terre Haute:						
1st Mortgage (Series A)	1,100,000	7	Jan. & July.	New York.	1894	94
1st Mortgage (Series B)	1,100,000	7	April & Oct.	" "	1894	....
2d Mortgage preferred (Series C)	1,400,000	7	Feb. & Aug.	" "	1894	84¾
2d Mortgage preferred (Series D)	1,400,000	7	May & Nov.	" "	1894	....
2d Mortgage Income (Series E)	1,700,000	7	" "	" "	1894	84
St. Louis and Iron Mountain:						
1st Mortgage for $4,000,000	.....	7	Feb. & Aug.	New York.	1892	85
St. Louis, Jacksonville & Chicago:						
1st Mortgage ($15,000 per mile)	2,250,000	7	April & Oct.	New York.	1884	....
Equipment Bonds, free	.....	10	Jan. & July.	" "	18—	....
St. Paul and Chicago:						
1st Mort. S.F. guar. for $4,000,000	.....	8	J. A. J. & O.	New York.	1900	....
St. Paul and Pacific 1st Division:						
1st Mortgage (10 miles)	400,000	8	March & Sept.	New York.	1892	....
1st Mort. (70 m.) & 2d M. (10 m.)	700,000	7	Jan. & July.	" "	1892	....
2d Mortgage and Land Grant	1,200,000	7	June & Dec.	" "	1892	....
General Mort., stg. for £780,000	.....	7*	Jan. & July.	London.	18—	....
General Mort., dol. for $7,000,000	.....	7	" "	New York.	18—	....
Salem:						
1st Mortgage	100,000	7	Jan. & July.	Philadelphia.	18—	....
Salem and Lowell:						
1st Mortgage	226,000	6	—— & ——	Boston.	1876	98¾
Sandusky and Cincinnati:						
1st Mortgage	981,000	7	Feb. & Aug.	New York.	1900	....
3d Mortgage	148,000	7	—— & ——	" "	18—	....
Sandusky, Mansfield and Newark:						
1st Mortgage	1,290,000	7	Jan. & July.	New York.	1875	....
Funded Coupons	818,200	7	" "	" "	1875	....
Schuylkill Navigation:						
1st Mortgage	1,761,213	6	March & Sept.	Philadelphia.	1872	....
3d Mortgage	3,980,670	6	Jan. & July.	"	1882	....
Improvement Bonds	362,500	6	May & Nov.	"	1870	....
Schuylkill and Susquehanna:						
1st Mortgage	97,000	6	Jan. & July.	Philadelphia.	18—	....
Seaboard and Roanoke:						
1st Mortgage	210,000	7	—— & ——	New York.	1880	....
3d Mortgage	71,000	7	—— & ——	" "	1870	....
Convertible registered	128,893	7	—— & ——	Portsmouth.	1873	....
Selma and Meridian:						
1st Mortgage	79,873	...	—— & ——	—— & ——	.....	....
2d Mortgage	52,000	...	—— & ——	—— & ——	.....	....
3d Mortgage	665,000	...	—— & ——	—— & ——	.....	....
Selma Rome and Dalton:						
1st Mort. (Ala. and Tenn. River)	838,000	7	Jan. & July.	New York.	1872	....
2d Mort. (Ala. and Tenn. River)	241,100	8	" "	" "	1864	....
Gen. Mort. (S.R.&D.) free of tax	3,000,000	7	April & Oct.	" "	1887	....
Shamokin Valley and Pottsville:						
1st Mortgage	700,000	7	Feb. & Aug.	Philadelphia.	1872	....
Sioux City and Pacific:						
1st Mortgage	1,600,000	7	April & Oct.	New York.	1898	....
2d Mortgage (Gov. subsidy)	1,600,000	6	Jan. & July.	" "	1898	....
Somerset and Kennebec:						
1st Mortgage	300,000	6	June & Dec.	Augusta.	1874	....
2d Mortgage	250,000	6	" "	"	1876	....

AMERICAN RAILROAD BOND LIST.

An Asterick (*) affixed to rate of interest signifies "Payable in Coin."

Description of Bonds.	Amount.	Rate.	Interest Payable. When.	Interest Payable. Where.	Due.	Price.
Shore Line (N. H. & N. L.):						
1st Mortgage, reconstruction	$55,000	7	March & Sept.	New Haven.	1880	....
South Carolina:						
Sterling Bonds £452,912½	2,612,944	5*	Jan. & July.	London.	'71-'85	....
Sterling Bonds £59,031½	262,366	5*	" "	Charleston.	'71-'85	....
Domestic Bonds	617,167	6	various.	"	'68-'74	....
Domestic Bonds	595,500	7	"	"	'68-'72	....
Domestic Bonds	280,000	7	April & Oct.	"	'88-'91	....
South Shore:						
1st Mortgage	150,000	6	Jan. & July.	Boston.	18—	....
South Side, Va.:						
Virginia State Loan	800,000	6	Jan. & July.	New York.	1887	....
2d Mort., guar. by Petersburg	300,000	6	" "	Petersburg.	'70-'75	....
3d Mort. (for City Point R. R.)	175,000	6	" "	"	'65-'68	....
4th Mortgage	314,900	6	" "	"	'70-'72	....
5th Mortgage	119,000	8	" "	"	'63-'69	....
South Side, L. I.:						
1st Mortgage	750,000	7	March & Sept.	New York.	1887	....
South Western:						
1st Mortgage	437,000	8	various.	Macon.	'75-'85	....
South West Pacific:						
1st Mort. guar. by Atl. & Pacific	2,000,000	7	Jan. & July.	New York.	1871	....
Southern Minnesota:						
1st Mortgage L. G. for $1,000,000	900,000	7	Jan. & July.	New York.	1885	....
Springfield and Columbus:						
1st Mortgage	150,000	7	Jan. & July.	New York.	1871	....
Staten Island:						
1st Mortgage	200,000	7	Jan. & July.	New York.	1886	....
Steubenville and Indiana:						
1st Mortgage	1,500,000	7	Jan. & July.	Philadelphia.	1870	....
Sullivan:						
1st Mortgage	500,000	6	Jan. & July.	Boston.	1875	....
2d Mortgage	250,000	6	Feb. & Aug.	"	1880	....
Syracuse, Binghamton and N. Y.:						
1st Mortgage	1,721,514	7	April & Oct.	New York.	1876	....
Tallahassee:						
1st Mortgage	206,000	7	Jan. & July.	New York.	18—	....
Tioga:						
1st Mortgage	250,000	7	May & Nov.	Philadelphia.	1872	....
Toledo, Logansport & Burlington:						
1st Mortgage	800,000	7	Feb. & Aug.	New York.	1884	....
Toledo, Peoria and Warsaw:						
1st Mortgage (E. Div.)	1,600,000	7	June & Dec.	New York.	1894	85½
1st Mortgage (W. Div.)	1,800,000	7	Feb. & Aug.	" "	1896	85
Toledo, Wabash and Western:						
1st Mort. (Tol. & Ill., 75 m.)	900,000	7	Feb. & Aug.	New York.	1890	91½
1st M.(L.Erie, W.& St.L. 167 m.)	2,500,000	7	" "	" "	1890	....
2d Mort. (Tol. & Wabash 75 m.)	1,000,000	7	May & Nov.	" "	1878	85
2d Mort. (Wab. & West. 167 m.)	1,500,000	7	" "	" "	1871	....
Equipm't Bonds (T. & W. 75m.)	600,000	7	" "	" "	1883	79½
S. F. B. (Tol., W. & W. 499 m.)	269,000	7	April & Oct.	" "	1871	....
Consol. M. (T.,W. & W. 499 m.)	1,880,000	7	J. A. J. & O.	" "	1907	79
Troy and Boston:						
1st Mortgage	300,000	7	Jan. & July.	New York.	1887	....
2d Mortgage	300,000	7	April & Oct.	" "	1885	....
3d Mortgage	650,000	7	May & Nov.	" "	1875	....
Convertible Bonds	300,000	7	March & Sept.	Troy.	1882	....
Troy Union:						
1st Mortgage, guaranteed	500,000	6	Jan. & July.	New York.	1873	....
2d Mortgage, guaranteed	180,000	6	" "	" "	1877	....
Union and Logansport:						
1st Mortgage	1,834,000	7	June & Dec.	New York.	1905	....
Union Pacific:						
1st Mortgage, free	20,168,000	6*	Jan. & July.	New York.	1897-8	102
2d Mortgage (Gov. subsidy)	20,168,000	6	" "	" "	1897-8	....
Union Pacific—Central Branch:						
1st Mortgage	1,600,000	6*	May & Nov.	New York.	1895	....
2d Mortgage (Gov. subsidy)	1,600,000	6	Jan. & July.	" "	1895	....
Union Pacific—Eastern Division:						
1st Mortgage	6,400,000	6*	June & Dec.	New York.	1895	102
2d Mortgage (Gov. subsidy)	6,400,000	6	Jan. & July.	" "	1895	....
Vermont Central:						
1st Mortgage	3,000,000	7	June & Dec.	Philadelphia.	1806	79½
2d Mortgage	1,500,000	7	Jan. & July.	Boston.	1867	40
Equipment Loan	1,000,000	8	" "	"	1876	103
Vermont and Massachusetts:						
1st Mortgage	550,000	6	Jan. & July.	Boston.	1883	....
Vermont Valley:						
1st Mortgage	386,000	7	April & Oct.	New York.	1860	....
1st Mortgage	114,000	6	" "	Boston.	1860	....
2d Mortgage	293,200	7	" "	New York.	1859	....
Vicksburg and Meridian:						
Consol. Mortgage for $3,500,000	.....	7	Jan. & July.	Philadelphia.	1890	....
Virginia Central:						
State Loan	210,000	6	Jan. & July.	New York.	1891	....
1st Mortgage (guar. by State)	100,000	6	" "	N. Y. & Rich.	1880	....
2d Mortgage	206,500	6	" "	" "	1872	....
3d Mortgage	983,000	6	" "	" "	1884	....
Income and other unsecured bds	116,125	8	" "	Richmond.	'70-'78	....
Virginia and Tennessee.						
1st Mortgage	494,000	6	Jan. & July.	New York.	1873	71½
2d Mortgage	23,500	6	" "	" "	1879	....
3d Mortgage	998,000	6	" "	" "	1884	....
Salt Works Branch Bonds	9,500	6	" "	" "	1861	....
Income Bonds	314,000	6	" "	" "	1866	....
Funding Bonds	866,000	8	" "	" "	18—	....
Warren:						
1st Mortgage, guaranteed	511,400	7	Feb. & Aug.	New York.	1875	....
Warren and Franklin:						
1st Mortgage	1,937,000	7	— & —	Philadelphia.	18—	....
Warwick Valley:						
1st Mortgage	85,000	7	April & Oct.	New York.	1880	....
Western Alabama:						
1st Mortgage, guar. for $500,000	.....	7	— & —	New York.	18—	....
West Wisconsin:						
1st Mort. Land Grant, stg. conv.	1,000,000	7	Jan. & July.	London.	1883	70
West Chester and Philadelphia:						
1st Mortgage, convertible	400,000	7	Jan. & July.	Philadelphia.	1873	....
2d Mortgage, registered	562,000	8	April & Oct.	"	1878	....
West Jersey:						
Loan of 1861 for $1,000,000	238,000	6	March & Sept.	Philadelphia.	1883	93½
Loan of 1865 for $1,000,000	780,000	6	Jan. & July.	"	1896	....
Western (Boston and Albany):						
Sterling Loans, £899,900	4,319,520	5*	April & Oct.	London.	'68-'71	....
Dollar Bonds	986,500	6	" "	Boston.	1875	98½
Western Maryland:						
1st Mortgage	400,000	6	Jan. & July.	Baltimore.	1890	....
1st Mortgage, endorsed by Balt.	200,000	6	" "	"	1890	....
2d Mort. for $300,000, end. by B.	150,000	6	" "	"	1890	....
2d M. for $300,000, end. by W.Co.	150,000	6	" "	"	1890	....
Western Pennsylvania:						
1st Mortgage, guaranteed	1,283,600	6	April & Oct.	Philadelphia.	18—	82½
Western Union:						
1st Mortgage for $5,000,000	4,000,000	7	Feb. & Aug.	New York.	1896	....
Wills Valley:						
1st M. for $1,000,000 end. by Ala.	.....	7	— & —	.....	18—	....
Wilm., Charlotte & Rutherford:						
N. Car. State Loan	2,320,000	6	Jan. & July.	New York.	'90-'92	....
1st Mortgage guar. by State	.....	8	" "	" "	1897	....
Wilmington and Manchester:						
1st Mortgage	596,000	7	June & Dec.	New York.	1866	....
2d Mortgage	200,000	7	May & Nov.	" "	1873	....
Income Bonds	160,000	7	March & Sept.	Wilmington.	1864	....
Bonds secured by W. & W. stk.	75,000	7	Jan. & July.	"	1862	....
Consol. Mortgage for $2,000,000	.....	7	May & Nov.	New York.	'92-'02	....
Wilmington and Weldon:						
1st *Mortgage*, Sterling	576,888	6*	Jan. & July.	London.	1881	....
2d *Mortgage*, Sterling	197,777	7*	" "	"	1886	91½
Sinking Fund Mortgage	508,000	7	April & Oct.	New York.	1896	....
Winchester and Alabama:						
Tenn. State Loan	1,098,259	6	Jan. & July.	New York.	'88-'96	....
Winchester and Potomac:						
Stg. State Loan	85,333	6	August.	Richmond.	.....	....
Trust Bonds	120,000	7	Jan. & July.	Baltimore.	1867	....
Winona and St. Peter:						
1st Mortgage (C. & N. W.)	.....	7	Jan. & July.	New York.	18—	....
Wrightsville, York & Gettysburg:						
1st Mort. guar. by N. Central	52,000	7	May & Nov.	Baltimore.	1867	....
York and Cumberland (N. Cent.):						
1st Mortgage	175,000	6	May & Nov.	Baltimore.	1870	....
2d Mortgage	25,000	6	Jan. & July.	"	1871	....
3d Mortgage	500,000	6	" "	"	1877	....
CANAL BONDS.						
Chesapeake and Delaware:						
1st Mortgage	2,254,000	7	Jan. & July.	Philadelphia.	1882	....
Chesapeake and Ohio:						
State (Md.) Loan	2,000,000	6	J. A. J. & O.	Baltimore.	1870	....
Sterling, guaranteed	4,375,000	5*	" "	London.	1890	....
Preferred Bonds	1,699,500	6	Jan. & July.	Baltimore.	1885	....
Delaware Division:						
1st Mortgage	800,000	6	Jan. & July.	Philadelphia.	1878	....
Delaware and Hudson:						
1st Mortgage	531,000	7	March & Sept.	New York.	1870	....
1st Mortgage (new)	1,500,000	7	May & Nov.	" "	1877	....
Delaware and Raritan (See Camden and Amboy R. R.)						
Erie of Pennsylvania:						
1st Mortgage	673,798	7	Jan. & July.	Philadelphia.	1865	....
Interest Bonds	161,960	7	" "	"	18—	....
Illinois and Michigan:						
Ill. State bonds, sterling, coupon	767,222	6*	April & Oct.	London.	1870	....
Ill. State bonds, sterling, reg.	500,967	6*	" "	"	1870	....
Ill. State bonds, stg. coup. & reg.	32,700	6*	" "	New York.	1870	....
Ill. State b'ds, cur., coup. & reg.	35,400	6	Jan. & July.	" "	1870	....
Lehigh Coal and Navigation:						
1st Loan	384,162	6	J. A. J. & O.	Philadelphia.	1870	....
2d Loan	5,606,122	6	" "	"	1884	85½
3d Loan	2,000,000	6	" "	"	1897	....
Gold Loan	5,000,000	6*	June & Dec.	"	1897	94½
Convertible Loan	1,201,850	6	" "	"	1877	73
Monongahela Navigation:						
1st Mortgage	125,000	6	Jan. & July.	Pittsburg.	1887	....
2d Mortgage	57,000	6	" "	"	18—	....
Morris (and Banking):						
1st Mortgage	465,500	6	April & Oct.	Jersey City.	1876	....
2d Mortgage	302,750	6	" "	"	1876	....
Boat Loan	232,087	6	" "	"	1885	....
North Branch:						
1st Mortgage	590,000	6	May & Nov.	Philadelphia.	1876	....
Schuylkill Navigation:						
1st Mortgage	1,764,550	6*	March & Sept.	Philadelphia.	1872	86½
2d Mortgage	3,980,670	6	Jan. & July.	"	1882	71
Improvement Loan	1,601,670	6	May & Nov.	"	1876	67
Susquehanna and Tide Water:						
Md. State Loan, sterling	1,000,000	6	Jan. & July.	London.	1885	....
Coupon Bonds	1,250,000	6	" "	Baltimore.	1878	58
Preferred Interest Bonds	325,000	6	" "	"	1894	....
Union (Pa.):						
1st Mortgage	3,000,000	6	May & Nov.	Philadelphia.	1883	14½
West Branch and Susquehanna:						
1st Mortgage, sinking fund	750,000	6	Jan. & July.	Philadelphia.	1878	....
Wyoming Valley:						
1st Mortgage	600,000	6	Jan. & July.	Philadelphia.	1878	....
MISCELLANEOUS BONDS.						
American Dock & Improvement:						
Bonds guar. by. C.R.R. Co., N.J.	2,000,000	7	Jan. & July.	New York.	1886	95
Consolidated (Md.) Coal:						
1st Mortgage, convertible	629,000	7	Jan. & July.	New York.	1885	....
Pennsylvania Coal:						
Mortgage Loans	597,000	7	Feb. & Aug.	Philadelphia.	1881	....
Western Union Telegraph:						
1st Mortgage, convertible	4,857,000	7	May & Nov.	New York.	1875	....
Bonds of American Tel. Co.	89,500	7*	Jan. & July.	" "	1873	....

RAILROAD SHARE LIST, including Mileage, Rolling Stock, Debts, Income, Dividends, &c., &c.

An *asterick* (*) occurring in the column headed "Rolling Stock" signifies that the cost thereof is included, in that headed "Railroad." A *dash* (—) across the column signifies "nil," and running *dots* (.....) signify "not ascertained." Land Grant Railroads are printed in "*Italics.*" State-aid Railroads are distinguished by a "¶."

Years ending.	Railroad: Main Line.	Railroad: Branch Line.	Railroad: 2d Track and Sidings.	Railroad in progress.	Rolling Stock: Engines.	Rolling Stock: Cars: Pass.	Rolling Stock: Cars: R. M. E.	Rolling Stock: Cars: Freight.	Companies.	Abstract of General Balance Sheet: Property and Assets: Railroad.	Property and Assets: Rolling Stock.	Property and Assets: Assets	Accounts and Cash.	Liabilities: Stocks.	Liabilities: Bonds.	Liabilities: Accounts.	Liabilities: Surplus Income.	Railroad Operated.	Operations: Trains Moved.	Operations: Carried one mile: Passengers.	Operations: Carried one mile: Freight.	Earnings: Gross.	Earnings: Net.	Dividends.	Value of Shares: Par.	Value of Shares: Market.
	M.	M.	M.	M.						$	$	$	$	$	$	$	$	M.	M.	Number.	Tons.	$	$	pc.	$	p.c.
Sept. 30 1867	25.0	—	0.4	157.0	1	—	—	6	Adirondac ..... New York.	2,079,058	*	lands,&c.	—	4,183,000	915,000	418,711	—	25.0	.....	161,501	127,192	18,495	lo'ss3,992	—	100	....
Sept. 30, 1867	114.0	—	8.9	—	14	6	2	124	*Alabama and Florida.* ..... Alabama.	2,401,766	*	364,073	142,248	951,300	1,537,100	420,289	—	114.0	.....	.....	.....	338,765	66,865	—	100	....
Sept. 30, 1867	108.0	—	9.9	32.0	15	15	7	157	Albany and Susquehanna ¶ ...New York.	4,976,083	439,846	660,825	—	1,774,824	2,486,000	239,767	354,549	104.5	287,170	6,872,741	3,590,619	484,228	220,215	—	100	....
Oct. 31, 1867	132.0	—	12.0	48.0	12	10	6	102	Allegheny Valley ..... Pennsylvania.	6,000,000	*	.....	.....	2,000,000	4,000,000	.....	.....	69.0	.....	.....	.....	.....	.....	—	100	....
Jun. 30, 1867	26.5	5.0	3.7	—	7	8	3	101	Androscoggin ..... Maine.	.....	.....	.....	.....	.....	.....	.....	.....	68.0	118,701	.....	.....	186,132	38,723	—	50	....
Nov. 30, 1867	23.0	—	1.8	—	—	—	—	—	Ashuelot ..... New Hampshire.	506,000	—	—	—	201,000	195,000	—	—	—	(Leased	to Cheshir	e.)	—	7,000	—	100	....
Jun. 30, 1868	86.7	—	8.2	—	17	6	7	86	Atlanta and West Point ..... Alabama.	1,200,230	*	—	117,952	1,232,200	47,000	6,613	31,470	86.7	.....	.....	.....	351,071	111,667	8	100	....
Oct. 31, 1867	387.3	38.2	85.6	—	156	98	56	3,366	Atlantic and Great West. N.Y. Penn. & O.	58,812,853	*	53,417	.....	27,798,923	29,999,901	1,049,166	—	565.7	.....	.....	.....	5,195,265	825,470	—	50	....
Dec. 31, 1867	236.0	49.0	12.1	—	21	9	8	175	Atlantic and Gulf ¶ ..... Georgia.	4,662,749	379,236	447,708	404,447	3,824,969	1,362,900	712,155	—	285.0	429,555	.....	.....	619,875	252,971	—	100	....
May 31, 1867	94.9	—	7.7	—	9	6	2	62	Atlantic and North Carolina ¶. N. Carolina.	.....	.....	.....	.....	.....	.....	.....	.....	94.9	.....	.....	.....	.....	.....	—	100	....
Jun. 30, 1867	149.0	1.5	25.0	—	45	17	7	541	Atlantic and St. Lawrence. Me., N.H. & Vt.	5,978,892	*	.....	.....	2,494,900	3,483,992	—	—	150.5	914,563	.....	.....	1,080,749	206,554	4	100	....
Sept. 30, 1867	15.5	—	0.5	—	2	3	1	4	Avon, Geneseo and Mount Morris .. N. Y.	198,096	18,568	2,000	12,710	194,225	22,000	8,508	6,616	15.5	19,766	448,009	45,600	27,762	12,744	4	100	....
Sept. 30, 1865	379.6	—	....	—	243	130	32	3,549	Baltimore and Ohio ¶. .... Md. & W. Va.	21,450,651	3,621,755	12,670,816	5,339,902	16,151,962	9,756,011	1,090,222	16,084,929	379.6	3,798,323	.....	.....	10,096,706	4,437,984	10	100	123½
Sept. 30, 1865	30.0	—	....	—	—	—	—	—	Washington Branch ¶ ..... Maryland.	1,650,000	.....	708,013	.....	1,650,000	25,000	.....	683,013	30.0	584,848	.....	.....	916,287	550,992	10	100	125
Sept. 30, 1865	163.5	—	....	—	—	—	—	—	Parkersburg Branch ..... W. Virginia.	—	—	—	—	—	—	—	—	103.5	436,729	.....	.....	758,883	42,878	—	100	25
Dec. 31, 1867	45.0	—	....	95.0	9	3	—	600	*Bay de Noquet and Marquette.* ... Michigan.	1,445,000	*	592,020	.....	1,250,000	250,000	.....	.....	45.0	.....	.....	.....	384,717	105,784	7	100	....
Dec. 31, 1867	203.0	—	4.5	—	36	22	10	540	Bellefontaine ..... Ohio & Indiana.	6,048,000	*	.....	.....	4,420,000	1,628,000	.....	.....	207.0	977,769	.....	.....	1,487,587	532,669	6	100	....
Dec. 31, 1867	67.0	—	9.1	—	20	18	6	761	Belvidere Delaware ..... New Jersey.	3,673,040	*	.....	.....	996,250	2,245,000	.....	.....	67.0	263,043	.....	.....	595,278	168,135	—	100	....
Nov. 30, 1867	21.2	—	1.7	—	—	—	—	80	Birkshire ..... Massachusetts.	500,000	100,000	.....	.....	600,000	.....	.....	.....	—	(Leased	to Housat	onic.)	42,000	41,440	7	100	....
Jun. 30, 1867	54.0	5.5	5.1	—	4	3	3	—	Bennington and Rutland ..... Vermont.	1,083,500	*	.....	.....	332,000	700,000	83,704	.....	19.5	(Operat	ed 5½ mon	ths only.)	44,129	5,899	—	100	....
Sept. 30, 1867	15.6	—	5.4	—	—	—	—	—	Blossburg and Corning ..... New York.	582,346	.....	.....	.....	250,000	.....	.....	.....	—	(Leased	to Fall Br	ook Coal	Co.)	—	7	100	....
Nov. 30, 1867	200.6	41.1	250.8	—	143	110	11	2,238	Boston and Albany .... Mass. & N. York.	17,692,361	*	4,555,514	1,388,457	13,725,100	5,764,520	36,352	2,307,662	241.7	2,623,957	87,154,050	106,510,449	6,029,210	2,031,717	10	100	148½
Nov. 30, 1867	28.9	—	....	—	4	4	2	35	Boston, Clinton and Fitchburg ..... Mass.	829,935	110,343	.....	.....	624,600	400,000	20,784	.....	28.9	93,988	1,995,880	861,054	99,971	18,733	—	100	....
Mar. 31, 1868	93.5	—	6.7	—	15	12	8	223	Boston, Concord and Montreal ..... N. H.	2,850,000	*	366,916	96,454	1,800,000	1,050,000	42,011	421,359	114.3	.....	7,340,040	3,471,360	486,675	150,949	—	100	....
Nov. 30, 1867	88.8	19.5	12.8	292.0	18	12	4	174	Bos., Hart. and Erie ¶. M., R.I., Ct. & N.Y.	18,829,185	412,896	.....	.....	14,884,000	8,693,350	1,633,057	.....	108.3	297,637	9,582,938	2,532,317	369,577	50,770	—	100	27
Nov. 30, 1867	26.8	1.9	43.5	—	27	28	16	691	Boston and Lowell ..... Mass.	2,460,961	192,628	454,886	88,993	1,891,500	944,500	74,605	236,874	71.0	326,671	15,029,600	12,054,236	998,068	234,805	8	50	66
May 31, 1868	74.3	9.0	54.4	—	43	73	21	976	Boston and Maine ..... Mass., N. H. & Me.	4,128,738	658,019	506,205	289,752	4,299,724	—	306 973	976,0 7	119 4	8 1,661	42,096,255	12,886,085	1,565,462	435,780	10	100	134½
Nov. 30, 1867	47.0	7.0	46.5	—	31	47	12	400	Boston and Providence ..... Mass. & R. I.	3,152,600	207,400	603,627	193,811	3,360,000	94,382	203,689	399,367	61.8	448,521	29,710,225	9,024,810	1,066,147	275,952	10	100	134½
Nov. 30, 1867	44.6	24.0	66.6	—	40	64	15	423	Boston and Worcester ..... Mass.	5,000,000	*	944,349	300,267	5,000,000	—	36,352	1,208,263	68.6	783,666	44,117,376	21,976,025	1,942,502	781,421	10	100	....
Dec. 30, 1867	26.0	—	2.0	....	—	—	—	—	Buff., Bradford and Pittsb.. Penn. & N. Y.	2,866,000	.....	.....	.....	1,100,000	1,766,000	.....	.....	—	(Leased	to Erie.)	.....	.....	.....	7	100	....
Sept. 30, 1867	36.7	—	....	—	5	3	—	23	Buff., Corry and Pittsb.... N. Y. & Penn.	1,101,022	18,052	—	139,078	359,640	600,000	298,511	—	43.2	20,733	.....	.....	49,159	27,850	—	100	....
Oct. 31, 1867	88.8	—	35.0	—	44	24	20	833	Buffalo and Erie ..... New York.	5,109,933	*	.....	.....	5,000,000	1,000,000	.....	.....	88.0	901,351	.....	.....	2,352,230	576,831	10	100	....
Jun. 30, 1867	161.0	2.1	8.8	—	—	—	—	—	Buffalo and Lake Huron ..... Canada.	6,403,046	.....	.....	.....	.....	.....	.....	.....	—	(Operat	ed by Gra	nd Trunk)	176,270	.....	—	100	....
Sept. 30, 1867	140.0	—	13.0	—	28	32	9	428	Buffalo, New York and Erie.. New York.	3,396,008	*	.....	.....	.....	.....	.....	.....	—	(Leased	to Erie.)	.....	.....	.....	7	100	....
Sept. 30, 1867	—	—	—	110.0	—	—	—	—	Buffalo and Washington ... Penn. & N. Y.	—	—	—	—	950,000	2,395,000	.....	.....	—	.....	.....	.....	.....	.....	—	100	....
Dec. 31, 1867	156.0	—	....	124.0	13	12	5	327	*Burlington and Missouri River* ..... Iowa.	5,150,404	307,900	83,380	346,178	1,479,668	4,288,880	111,314	—	156.0	.....	.....	.....	604,207	298,850	—	100	14
Dec. 31, 1867	61.3	31.1	100.0	—	74	126	22	748	Camden and Amboy ..... New Jersey.	10,099,001	*	8,827,986	315,556	7,921,412	10,182,137	—	1,072,994	92.4	.....	.....	.....	3,508,511	781,801	10	100	128
Dec. 31, 1867	60.2	—	4.1	—	8	28	3	90	Camden and Atlantic ..... New Jersey.	1,967,090	*	.....	.....	1,103,043	1,034,380	127,871	.....	60.2	.....	.....	.....	325,407	147,928	—	100	....
Dec. 31, 1867	23.0	7.1	....	—	4	8	2	59	Camden and Burlington Co.. New Jersey.	694,487	*	.....	.....	721,050	319,000	44,437	.....	12.5	46,165	.....	.....	78,203	21,395	6	100	....
Nov. 30, 1867	46.0	1.1	2.7	—	7	12	6	58	Cape Cod ..... Mass.	945,761	85,864	—	66,962	721,926	—	6,134	370,527	47.1	83,388	4,107,000	1,122,038	197,981	61,251	6½	100	67½
Nov. 30, 1867	18.8	—	....	—	—	—	—	—	Cape Cod Central ..... Mass.	337,648	.....	.....	.....	188,195	125,000	20,848	.....	18.8	27,300	595,969	19,827	32,526	8,563	—	100	....
Dec. 31, 1867	41.0	—	....	—	3	16	—	—	Cape May and Millville ..... New Jersey.	701,033	*	.....	.....	447,000	200,000	97,360	.....	—	(Operat	ed by Wes	t Jersey.)	100,576	20,019	—	100	....
Oct. 31, 1867	20.0	2.7	4.5	—	5	3	2	—	Catasauqua and Fogelsville ..... Penn.	678,738	*	20,000	.....	380,225	.....	.....	.....	22.7	58,844	.....	.....	100,605	46,273	6	25	....
Oct. 31, 1867	65.0	2.5	5.2	—	21	9	4	256	Catawissa ..... Penn.	3,634,000	*	.....	.....	3,359,500	262,500	.....	.....	67.5	236,991	.....	.....	502,918	143,361	—	50	9
Sept. 30, 1867	34.6	—	....	—	—	—	—	—	Cayuga and Susquehanna ..... New York.	589,110	.....	.....	.....	589,110	.....	.....	.....	—	(Leased	to Dela., L.	and W.)	54,000	.....	9	100	....
Dec. 31, 1867	14.0	—	....	79.0	—	—	—	—	Cedar Falls and Minnesota ..... Iowa.	.....	.....	.....	.....	1,700,000	1,700,000	.....	.....	—	(Leased	to Central	Illinois.)	21,000	21,000	—	100	....
Dec. 31, 1867	271.6	—	....	—	—	—	—	—	*Cedar Rapids and Missouri River* ... Iowa.	9,777,000	.....	.....	.....	5,432,000	3,590,000	.....	.....	—	(Leased	to Chic. a	nd N. W.)	380,240	.....	—	100	....
Nov. 30, 1867	190.5	—	25.8	—	50	30	41	639	Central of Georgia ..... Georgia.	4,472,000	*	1,386,246	524,275	4,666,800	786,000	65,913	863,808	282.2	585,338	.....	.....	2,220,948	863,808	6	100	....
Dec. 31, 1867	64.0	10.0	76.0	—	88	66	16	1,665	Central of New Jersey ..... New Jersey.	7,155,948	2,072,493	6,504,823	1,185,299	13,768,600	1,500,000	663,554	986,409	89.0	1,549,446	27,284,393	107,577,415	3,581,244	1,617,268	10	100	120½
Jun. 30, 1867	137.0	—	17.0	—	28	24	8	417	Central Ohio ..... Ohio.	8,100,000	*	.....	.....	5,600,000	2,500,000	66,631	.....	137.0	(Leased	to Balt. an	d Ohio.)	888,080	.....	—	100	33⅓
Dec. 31, 1867	138.0	—	10.0	588.0	57	25	—	975	*Central Pacific* ¶ ..... California.	.....	.....	.....	.....	5,000,000	15,000,000	.....	1,750,000	100.0	.....	.....	.....	1,600,000	1,200,000	—	100	....
Dec. 31, 1867	60.0	—	....	43.5	10	9	4	80	Charleston and Savannah ... S. Car. & Ga.	.....	.....	.....	.....	1,000,000	505,000	.....	.....	60.0	.....	.....	.....	46,252	1,847	—	100	....
Dec. 31, 1867	109.6	—	....	—	13	9	7	115	Charlotte and S. Carolina .... N. C. & S. C.	2,000,000	*	103,000	15,340	1,500,000	334,000	128,750	55,590	109.6	.....	.....	.....	273,725	76,579	—	100	....
Dec. 31, 1867	17.4	—	12.5	—	—	—	—	—	Chemung ..... New York.	400,000	.....	.....	.....	380,000	.....	.....	.....	—	(Leased	to Erie.)	.....	30,000	30,000	8	100	....
Aug. 31, 1867	40.0	—	....	—	....	....	....	....	Cheraw and Darlington ..... S. Carolina.	.....	.....	.....	.....	391,222	261,600	.....	.....	40.0	.....	.....	.....	61,013	14,145	—	100	....
Nov. 30, 1867	53.6	—	4.0	—	21	17	7	299	Cheshire ..... New Hampshire.	2,367,041	322,266	280,780	.....	2,085,925	762,700	.....	8,881	63.6	433,650	4,465,187	12,551,876	688,500	167,462	3	100	70½
Oct. 31, 1867	21.5	—	1.5	—	—	—	—	—	Chester Valley ..... Pennsylvania.	1,371,900	.....	.....	.....	871,900	500,000	.....	.....	—	(Leased	to Phila. a	nd Read.)	.....	.....	—	50	3
Dec. 31 1867	243.0	—	29.8	—	72	34	15	1,257	Chicago and Alton ..... Illinois.	10,276,604	*	591,608	715,095	6,311,982	3,944,000	402,973	924,352	280.0	1,672,965	.....	.....	3,892,861	1,224,608	10	100	155½
Apr 30, 1868	370.0	30.0	100.0	—	122	55	30	2,421	Chicago, Burlington and Quincy.. Illinois.	14,777,344	3,205,408	644,445	1,138,580	12,544,030	5,488,750	1,261,029	491,969	400.0	2,648,564	39,781,829	132,435,027	6,197,729	2,721,851	15	100	171
Dec. 31, 1867	30.0	—	....	73.0	3	2	2	46	Chicago, Cincinnati and Louisville ... Ind.	1,000,000	*	.....	.....	600,000	400,000	.....	.....	30.0	.....	.....	.....	.....	.....	—	100	....
Dec. 31, 1867	81.0	—	....	—	—	—	—	—	Chicago, Iowa and Nebraska ..... Iowa.	3,710,000	.....	.....	.....	2,600,000	1,110,000	.....	.....	—	(Leased	to Chic. a	nd N. W.)	.....	.....	10	100	....
May 31, 1867	716.0	—	....	—	248	133	101	5,455	Chicago and N. West'n. Ill., Wis. & Mich.	41,871,560	*	3,992,752	1,512,183	28,021,621	16,251,000	2,635,660	468,224	1,152.4	.....	.....	.....	10,161,735	2,286,087	—	100	89½
Mar. 31, 1868	403.8	50.0	....	152.2	95	48	28	2,010	Chicago, Rock Island & Pacific. Ill. & Iowa,	17,251,433	*	3,909,928	2,999,420	13,999,500	8,272,000	737,616	1,151,665	453.8	1,896,937	28,185,470	87,522,492	4,451,974	2,268,148	10	100	106½
Jun. 30, 1867		Less	ees	of S	an.	&	Cl	n.	Cincinnati, Dayton and Eastern ..... Ohio.	620,000	*	.....	.....	155,000	465,000	.....	70,456	191.0	431,581	.....	.....	679,999	157,123	13s	100	....
Mar. 31, 1868	60.3	—	100.0	—	34	30	16	437	Cincinnati, Hamilton and Dayton ... Ohio.	3,945,670	999,198	1,354,231	217,252	3,500,000	2,000,000	607,704	408,647	60.3	.....	.....	.....	1,332,895	584,175	7s	100	....
Dec. 31, 1867	20.5	6.7	4.3	—	—	—	—	—	Cincinnati and Indiana ..... Ohio & Ind.	2,500,000	.....	.....	.....	500,000	2,000,000	.....	.....	—	(Leased	to Ind., Ci	n. and Laf.	190,000	190,000	10	100	....
Dec. 31, 1867	13.0	—	....	40.0	—	—	—	—	Cin., Lexington and E. Tennessee ..... Ky.	1,000,000	.....	.....	.....	.....	.....	.....	.....	—	(Leased	to Kentuc	ky.)	.....	.....	—	100	....
Jun. 30, 1867	98.0	25.0	....	—	11	12	5	199	Cin. and Indianapolis Junction .. O. & Ind.	3,452,004	*	.....	.....	1,852,004	1,200,000	400,000	.....	67.0	121,637	899,108	.....	140,347	22,121	—	100	....
Dec. 31, 1867	40.0	—	....	—	—	—	—	—	Cincinnati and Martinsville ..... Indiana.	800,000	.....	.....	.....	400,000	400,000	.....	.....	—	(Leased	to Ind., Ci	n. and Laf.	.....	54,000	6	100	....
Mar. 31, 1868	45.1	—	....	—	—	—	—	—	Cin., Richmond and Chicago. Ohio & Ind.	848,233	120,452	700	9,978	374,100	560,000	15,258	.....	45.1	(Operat	ed by Cin.,	H. and D.)	183,305	37,743	—	100	....
Dec. 31, 1867	132.1	—	7.7	—	16	11	11	598	Cincinnati and Zanesville ..... Ohio.	3,110,000	*	51,000	11,654	1,676,346	1,300,000	164,914	31,394	132.1	283,018	.....	6,338,109	382,057	85,144	—	100	....
Dec. 31, 1867	137.9	49.9	60.3	—	47	26	10	780	Cleveland, Columbus,																	

Dec. 31, 1867	137.9	49.9	60.3	—	47	26	10	780	Cleveland, Columbus & Cincinnati...Ohio.	4,047,509	843,350	1,477,513	452,584	6,000,000	425,000	—	395,957	187.8	1,123,750	18,477,257	51,281,857	1,903,438	554,507	8	100	....
Dec. 31, 1867	341.4	49.9	64.8	—	83	48	22	1,220	Cleveland, Col., Cin. & Ind...Ohio & Ind.	10,938,859	*	.....	.....	10,450,000	2,000,000	.....	.....	394.8	2,101,519	.....	.....	3,391,025	1,087,176	...	100	79
Dec. 31, 1867	67.0	11.0	32.0	—	—	—	—	—	Cleveland and Mahoning .....Ohio.	3,599,000	—	.....	.....	2,056,400	1,542,600	.....	.....	—	(Leased	to Atl. &	Gt. W n	.....	.....	8	100	....
Oct. 31, 1867	95.5	—	40.7	—	42	31	11	1,078	Cleveland, Painesv. & Ash.Ohio & Penn.	3,882,090	986,337	.....	.....	8,750,000	2,500,000	.....	378,705	138.8	804,876	.....	.....	2,659,347	983,418	10	50	49½
Nov. 30, 1867	101.0	102.5	57.0	—	63	37	22	1,267	Cleveland and Pittsburg....Ohio & Penn.	9,460,879	*	157,472	343,349	5,424,091	3,974,489	275,869	287,251	229.5	1,451,678	19,285,562	69,978,055	2,140,151	724,514	—	50	44
May 31, 1867	113.0	35.0	17.0	—	40	39	15	867	Cleveland and Toledo .....Ohio.	6,901,816	974,601	669,312	128,035	5,000,000	2,872,185	133,635	667,944	148.0	1,223,523	32,121,284	61,206,114	2,492,215	932,497	14	100	103½
Feb. 12, 1868	588.0	12.0	....	—	....	....	....	....	Col., Chic. & Ind. Cent...Ohio, Ind & Ill.	26,670,000	—	.....	.....	11,420,000	13,900,000	1,350,000	.....	600.0	(Consol.	Col. and I	nd. Centr.	Chic. &	G. Rtn.)	—	100	89
Nov. 30, 1867	54.7	—	12.5	—	—	—	—	—	Columbus and Xenia.....Ohio.	1,464,078	*	674,592	62,043	1,786,200	248,000	80,667	85,846	—	(Operat	ed in conn	ection wit	h Little	Miami.)	8	50	....
Mar. 31, 1867	34.5	9.0	19.6	—	28	26	10	490	Concord.....New Hampshire.	1,500,000	*	148,924	97,944	1,500,000	—	88,724	158,144	119.5	560,024	.....	.....	941,321	146,888	8	50	7½
Mar. 31, 1867	27.0	—	....	—	2	4	—	122	Concord and Claremont.New Hampshire.	698,258	*	.....	.....	595,587	374,580	.....	.....	27.0	.....	.....	.....	68,707	20,763	—	100	....
May 31, 1868	110.3	—	11.4	—	12	11	6	293	Connecticut and Passump. Riv..Vermont.	2,667,286	288,125	137,010	17,084	1,961,700	977,800	144,057	55,939	110.3	185,392	3,518,057	3,712,070	481,809	171,914	6	100	89½
Nov. 30, 1867	50.0	3.4	12.1	—	14	19	9	269	Connecticut River .....Massachusetts.	1,747,254	189,716	309,512	—	1,700,000	250,000	104,428	192,055	53.4	288,750	9,021,492	5,073,551	629,165	169,164	8	100	133½
Oct. 31, 1867	6.8	—	9.6	—	—	—	—	—	Connecting (Phila.).....Pennsylvania.	2,000,035	—	.....	.....	100,000	1,000,000	900,035	.....	—	(Leased	to Phila.	& Trent.)	.....	.....	—	100	....
Mar. 31, 1867	14.6	—	....	—	....	....	....	....	Contoocook River .....New Hampshire.	257,000	—	.....	.....	200,000	30,000	.....	.....	14.6	.....	.....	.....	40,291	18,088	—	100	....
Feb. 29, 1868	53.0	—	....	—	4	2	2	16	Council Bluffs and St. Joseph.....Iowa.	1,500,000	—	.....	.....	1,000,000	500,000	.....	.....	53.0	(Op	ened Dec.	1867.	.....	.....	—	100	....
Dec. 31, 1867	34.0	3.0	9.1	—	21	4	1	412	Cumberland and Pennsylvania.Maryland.	1,703,498	955,719	.....	.....	1,500,000	898,000	.....	.....	37.0	252,679	.....	.....	479,937	114,627	—	50	....
Sept. 30, 1867	74.0	—	8.2	6.0	15	14	5	197	Cumberland Valley.....Penn. & Md.	1,691,037	*	166,221	231,722	1,316,900	286,100	62,704	353,276	74.0	236,048	.....	.....	517,391	77,243	8	50	....
Dec. 31, 1867	24.0	—	2.5	—	5	6	2	62	Danbury and Norwalk .....Connecticut.	351,999	75,283	34,256	48,085	400,000	100,000	—	9,62	24.0	64,670	.....	.....	156,756	11,292	—	100	....
Mar. 31, 1868	144.0	—	....	—	—	—	—	—	Dayton and Michigan .....Ohio.	5,723,101	508,266	36,000	210,847	2,392,361	3,423,500	662,253	—	144.0	.....	.....	.....	965,853	313,174	—	100	....
Oct. 31, 1867	33.0	—	....	—	5	5	4	209	Dayton and Union .....Ohio.	580,000	*	11,500	14,813	69,850	535,000	95,802	4,161	48.0	80,152	.....	.....	123,006	23,412	—	100	....
Jun. 30, 1867	36.0	—	2.8	—	—	—	—	—	Dayton and Western.....Ohio.	1,087,779	*	.....	.....	309,276	738,000	204	—	42.0	745,040	1,260,925	.....	147,475	30,348	—	100	....
Oct. 31, 1867	84.0	—	....	—	—	—	—	—	Delaware.....Delaware.	1,632,171	—	.....	.....	594,260	912,250	.....	.....	—	(Leased	to Phila;	W. & B.)	.....	.....	6	100	....
Oct. 31, 1867	113.0	—	95.0	—	98	25	8	6,705	Delaware, Lack. and Western.....Penn.	9,616,641	3,267,764	4,517,820	.....	13,386,020	3,308,000	708,205	—	253.3	2,034,524	.....	.....	2,613,979	loss.	10	50	66
Dec. 31, 1867	162.0	—	9.4	—	7	10	4	235	Des Moines Valley.....Iowa.	5,597,204	*	.....	.....	1,820,200	2,982,000	795,004	—	162.0	.....	.....	.....	735,587	310,402	—	100	....
Dec. 31, 1867	189.0	—	16.0	—	33	29	20	525	Detroit and Milwaukee.....Michigan.	9,698,548	*	141,161	184,200	2,547,350	7,151,198	253,155	75,211	189.0	588,382	.....	.....	1,761,399	768,789	—	100	....
Mar. 31, 1867	28.5	—	....	—	—	—	—	—	Dover and Winnipissogee....New Hamp.	825,199	—	.....	.....	480,000	—	.....	.....	—	(Leased	to Boston	& Maine.)	29,000	29,001	6	100	....
Dec. 31, 1867	143.5	—	....	181.5	16	9	5	206	*Dubuque and Sioux City*.....Iowa.	5,257,043	*	*107,393	64,767	3,662,123	960,000	653,956	153,124	139.4	319,880	4,874,691	.....	805,271	355,527	—	100	109
Dec. 31, 1867	56.0	—	....	—	4	2	1	55	Dubuque South Western.....Iowa.	1,350,312	*	49,151	2,988	680,372	550,000	377	151,702	56.0	.....	.....	.....	142,356	50,271	—	100	....
Sept. 30, 1867	—	—	—	63.0	—	—	—	—	Dutchess and Columbia Counties...N. Y.	.....	—	.....	.....	34,660	.....	.....	.....	—	.....	.....	.....	.....	.....	—	100	....
Oct. 31, 1867	17.5	—	0.4	—	—	—	—	—	East Brandywine and Waynesb....Penn.	259,800	—	.....	.....	89,800	168,000	2,000	—	—	(Leased	to Penny	lvania.)	.....	.....	—	50	....
Nov. 30, 1867	44.1	50.4	37.9	—	41	70	21	675	Eastern ¶.....Massachusetts.	4,616,276	622,334	1,234,682	243,707	3,883,300	1,770,400	813,870	249,429	122.8	863,222	44,927,169	7,072,736	1,447,047	521,415	8	100	118
Dec. 31, 1867	38.5	—	....	—	—	—	—	—	Eastern Shore ¶.....Maryland.	850,000	—	.....	.....	280,000	570,000	.....	.....	—	(Leased	to Delawa	re.)	.....	.....	—	100	....
Oct. 31, 1867	7.5	—	3.1	—	—	—	—	—	East Mahanoy .....Pennsylvania.	39,550	—	.....	.....	392,550	.....	.....	.....	—	(Leased	to Phila.	& Reading	g.)	23,553	6	50	....
Oct. 31, 1867	36.0	—	7.8	—	11	6	5	115	East Pennsylvania.....Pennsylvania.	1,861,664	*	.....	.....	654,600	574,900	.....	.....	36.0	221,129	.....	.....	538,531	259,992	—	50	....
Jun. 30, 1867	110.8	30.0	....	—	18	11	3	209	East Tennessee and Georgia ¶.Tenn. & G.	3,466,211	*	273,910	138,944	2,369,730	1,319,996	121,938	97,401	140.8	.....	.....	.....	538,734	145,823	—	100	....
Jun. 30, 1867	130.0	—	7.0	—	20	14	4	165	East Tennessee and Virginia ¶.....Tenn.	3,282,090	*	1,114,861	115,978	657,800	2,445,500	529,675	879,944	130.0	282,129	.....	.....	501,698	83,584	—	100	....
Jun. 30, 1867	47.0	—	....	—	—	—	—	—	Edgefield and Kentucky ¶.....Tenn.	1,175,000	.....	.....	.....	.....	1,162,545	.....	.....	47.0	.....	.....	.....	.....	.....	—	100	....
Sept. 30, 1867	46.8	—	2.9	—	—	—	—	—	Elmira, Jefferson and Canandaigua.N. Y.	500,000	—	.....	.....	500,000	.....	.....	.....	—	(Leased	to Northe	rn Central	l.)	25,000	5	100	....
Oct. 31, 1867	78.0	—	16.0	—	—	—	—	—	Elmira and Williamsport..Penn. & N. Y.	2,268,000	352,000	.....	.....	1,000,000	1,620,000	.....	.....	—	(Leased	to Northe	rn Central	l.)	165,000	5	100	30
Sept. 30, 1867	460.0	97.0	378.0	—	371	190	450	5,387	Erie.....New Jersey, N. York & Pa.	49,247,780	*	2,933,548	2,137,934	25,111,210	22,429,920	5,978,103	800,029	774.0	6,458,279	.....	.....	14,317,213	2,936,988	—	100	47½
Dec. 31, 1867	81.6	2.0	8.4	—	19	11	4	597	Erie and Pittsburg.....Pennsylvania.	1,988,083	772,446	29,276	87,517	664,300	1,270,200	644,551	298,271	100.7	368,004	3,651,201	22,906,110	667,883	227,124	—	50	....
Dec. 31, 1867	13.0	—	....	97.0	—	—	—	—	European and North American ¶..Maine.	.....	—	.....	.....	.....	.....	.....	.....	13.0	.....	.....	.....	.....	.....	—	100	....
Dec. 31, 1867	108.0	—	....	60.0	12	18	8	168	European and N. American ¶.N. Brunsw.	4,743,777	—	Constructed by the Provincial Government.)						108.0	.....	.....	.....	161,136	30,812	—	100	....
Aug. 31, 1867	132.0	—	....	—	15	13	3	221	Evansville and Crawfordsville...Indiana.	2,356,705	344,264	81,337	68,844	1,143,445	1,240,000	36,416	390,779	132.0	272,310	.....	.....	507,792	148,108	—	100	....
Dec. 31, 1867	8.0	—	0.5	112.0	2	1	—	38	Evansville, Henderson and Nashville.Ky.	.....	—	.....	.....	.....	.....	.....	.....	8.0	.....	.....	.....	.....	.....	—	100	....
Nov. 30, 1867	5.8	—	....	—	—	—	—	—	Fall River, Warren and Providence..R. I.	326,959	—	21,759	.....	150,000	200,000	27,450	.....	5.8	10,881	422,261	.....	30,898	5,828	—	100	....
Oct. 31, 1867	12.7	—	0.4	—	—	—	—	—	Fayette County.....Pennsylvania.	130,000	—	.....	.....	107,400	.....	.....	.....	—	(Leased	to Pittsbu	rg and Co	nnellsvill	e.) 8,162	7½	50	....
Nov. 30, 1867	51.0	42.5	76.9	—	31	33	10	532	Fitchburg .....Massachusetts.	3,540,000	*	54,788	564,567	3,540,000	—	109,074	510,281	93.5	505,332	19,820,919	14,268,518	1,101,444	354,744	9	100	132
Nov. 30, 1867	13.9	—	....	—	3	3	1	18	Fitchburg and Worcester..Massachusetts.	1,293,659	40,226	.....	.....	248,000	2,000	25,42	30,291	13.4	36,196	.....	.....	90,295	18,346	6	100	....
Dec. 31, 1867	12.0	—	....	—	—	—	—	—	Flemington.....New Jersey.	375,660	—	.....	.....	150,011	100,000	125,649	—	12.0	(Operat	ed by Bel	v. Del.)	17,0 8	l'ss 4,648	—	100	....
Dec. 31, 1867	17.0	—	....	—	5	3	1	50	Flint and Holly.....Michigan.	469,095	*	7,199	59,031	500,000	—	5,604	29,721	17.0	58,378	.....	.....	176,751	.....	—	100	....
Dec. 31, 1867	53.5	—	....	119.0	7	9	3	97	*Flint and Pere Marquette*.....Michigan.	1,757,388	*	85,548	96,962	393,752	815,500	551,062	179,584	65.5	96,324	.....	.....	236,958	132,317	—	100	....
Dec. 31, 1867	154.0	—	....	—	7	—	—	75	*Florida*.....Florida.	3,000,000	*	.....	.....	3,000,000	—	.....	.....	154.0	.....	.....	.....	.....	.....	—	100	....
Dec. 31, 1867	45.2	—	....	—	4	—	—	36	*Florida and Alabama*.....Florida.	1,300,000	*	.....	.....	.....	—	.....	.....	45.2	.....	.....	.....	.....	.....	—	100	....
Dec. 31, 1867	60.0	—	....	—	—	—	—	—	*Florida, Atlantic and Gulf Central*.Florida.	.....	—	.....	.....	.....	—	.....	.....	60.0	.....	.....	.....	.....	.....	—	100	....
Dec. 31, 1867	11.5	—	....	—	2	3	...	24	Freehold & Jamesburg Agricultural..N.J.	230,258	*	.....	.....	230,845	—	.....	.....	11.5	.....	.....	.....	55,591	11,382	6	100	....
Dec. 31, 1867	50.3	1.8	....	—	7	8	2	91	Galveston, Houston & Henderson.Texas.	.....	—	.....	.....	.....	575,000	.....	.....	52.0	.....	.....	.....	406,461	.....	—	100	....
Mar. 31, 1868	171.0	61.0	16.4	—	42	23	10	442	Georgia.....Georgia.	4,156,000	*	1,318,249	396,368	4,156,000	389,500	194,687	1,130,529	232.0	675,607	.....	.....	1,003,724	491,889	6½	100	....
Dec. 31, 1867	20.0	—	....	330.0	2	...	....	....	*Grand Rapids and Indiana*.....Indiana.	642,000	*	.....	.....	475,000	167,000	.....	.....	—	.....	.....	.....	.....	.....	—	100	....
Dec. 31, 1867	—	—	—	93.0	—	—	—	—	Grand River Valley.....Michigan.	.....	—	.....	.....	.....	.....	.....	.....	—	.....	.....	.....	.....	.....	—	100	....
Dec. 31, 1867	887.5	—	....	—	298	219	85	4,041	Grand Trunk ¶.....Canada.	84,298,325	*	2,853,100	3,033,218	13,984 803	74,478,168	1,721,672	—	1,344.7	4,837,001	.....	.....	6,492,367	1,358,628	—	100	....
July 31, 1867	229.0	95.5	....	—	94	123	20	1,368	Great Western ¶.....Canada.	24,434,553	*	1,200,000	1,565 835	16,668,030	8,601,221	1,208,680	357,157	356.0	2,104,377	.....	.....	3,346,673	1,609,549	7½	100	....
Dec. 31, 1867	148.3	21.0	....	—	23	14	2	58	Greenville and Columbia ¶....S. Carolina	2,692,554	363,680	123,230	25,825	1,510,374	1,550,000	107,168	37,746	197.3	118,446	.....	.....	251,931	137,245	—	100	....
Aug 31, 1867	206.0	13.0	15.8	52.0	48	27	12	534	*Hannibal and St. Joseph* ¶.....Missouri.	14,891,294	744,827	657,570	453,314	6,862,308	7,600,000	206,710	2,077,987	219.0	972, 47	12,965,380	19,922,754	1,716,270	516,270	—	100	89½
Oct. 31, 1867	36.0	18.0	54.0	—	—	—	—	—	Harrisburg and Lancaster..Pennsylvania.	1,882,550	—	.....	18,000	1,182,550	700,000	—	18,000	—	(Leased	to Penny	lvania.)	.....	133,284	7	50	56½
Aug. 31, 1867	61.4	14.1	70.3	—	29	43	14	491	Hartford and New Haven....Connecticut.	3,129,047	254,000	1,019,303	543,677	3,000,000	927,000	104,183	914,844	75.5	546,113	.....	.....	1,685 335	592,283	12	100	225
Jan. 31, 1867	122.4	—	12.0	—	20	26	15	329	Hartford, Prov. and Fishkill.Conn. & R. I.	4,204,866	*	.....	.....	2,037,940	2,055,000	.....	—	122.4	373,152	12,126,637	.....	766,351	.....	—	100	....
Dec. 31, 1867	74.0	—	9.2	—	12	13	6	228	Housatonic .....Connecticut.	2,105,558	*	368,696	50,062	2 000,000	287,000	137,525	39,791	119.8	268,608	.....	.....	534,545	65,272	—	100	....
Sept. 30, 1867	100.0	—	....	—	11	7	7	140	Houston and Texas Central ¶.....Texas.	2,542,000	*	.....	.....	750,000	1,792,000	164,000	—	80.0	.....	.....	.....	542,837	347,860	—	100	....
Dec. 31, 1867	50.0	—	....	—	2	5	2	44	Houston Tap and Brazoria.....Texas.	.....	—	.....	.....	.....	.....	.....	—	50.0	.....	.....	.....	.....	.....	—	100	....
Sept. 30, 1867	144.0	—	156.6	—	82	142	32	985	Hudson River.....New York.	17,505,037	*	.....	.....	9,981,500	6,188,000	.....	—	150.0	1,598,326	91,129,722	73,237,023	5,111,800	1,615,851	8	100	135½
Oct. 31, 1867	44.0	14.8	....	—	16	4	2	58	Huntingdon and Broad Top Mt.....Penn.	2,192,814	*	.....	.....	685,130	1,656,245	.....	—	58.8	149,189	.....	.....	186,451	52,342	—	50	....
Dec. 31, 1867	560.9	146.5	....	—	167	94	39	3,714	*Illinois Central* .....Illinois.	31,328,473	*	8,458,199	1,775,608	23,415,780	10,544,500	7,602,600	—	707.7	3,765,216	42,492,800	171,207,000	7,160,992	2,480,568	10	100	144½
Dec. 31, 1867	—	—	—	72.0	—	—	—	—	Indianapolis and St. Louis.....Indiana.	.....	—	.....	.....	.....	.....	.....	—	—	.....	.....	.....	.....	.....	—	100	....
Dec. 31, 1867	159.0	—	....	—	51	39	—	898	Indianapolis, Cin. and Lafayette..Indiana.	8,269,134	1,586,329	4,456,485	106,746	6,165,897	8,232,807	*	—	302.5	.....	.....	.....	.....	.....	—	50	24½
Dec. 31, 1867	75.0	—	....	—	....	....	....	....	Indianapolis, Peru and Chicago..Indiana.	.....	—	.....	.....	.....	.....	.....	—	75.0	.....	.....	.....	.....	.....	—	50	....
Dec. 31, 1867	—	—	—	225.0	—	—	—	—	Iowa & Missouri State Line..Iowa & Mo.	.....	—	.....	.....	.....	.....	.....	—	—	.....	.....	.....	.....	.....	—	100	....
Jun. 30, 1867	13.0	—	....	....	3	2	—	54	Iron .....Ohio.	181,750	*	.....	7,064	13 ,411	35,000	20,959	—	13.0	.....	.....	.....	61,727	10,949	—	100	....
Oct. 31, 1867	11.0	—	2.0	—	2	—	—	—	Ironton.....Pennsylvania.	268,000	*	300,000	.....	400 000	150,000	.....	—	11.0	.....	.....	.....	37,144	17.165	—	50	....
Dec. 31, 1867	66.0	—	....	50.0	8	6	2	80	*Jackson, Lansing and Saginaw*..Michigan.	2,148,318	*	.....	45,536	495,139	1,495,000	157,091	46,624	45.0	.....	.....	.....	189,439	94,904	—	100	....
Oct. 31, 1867	154.0	6.0	....	—	39	32	11	543	Jeffersonville, Madison and Ind..Indiana.	5,997,449	*	591,803	151,335	2,000,000	3,139,000	2 0,825	788,959	226.0	.....	.....	(10 mos.)	914,725	219,245	—	100	....
Dec. 31, 1867	37.0	—	....	—	—	—	—	—	Joliet and Chicago.....Illinois.	2,000,000	—	.....	.....	1,500,000	500,000	.....	.....	—	(Leased	to Chicag	o and Alt	on.)	152,927	7	100	96
Dec. 31, 1867	45.0	—	....	—	—	—	—	—	Joliet and Northern Indiana...Ill. & Ind.	1,100,000	—	.....	.....	300,000	800,000	.....	.....	—	(Leased	to Michig	an Central	l.)	.....	8	100	....
Oct. 31, 1867	4.6	—	4.8	—	—	—	—	—	Junction (Phila.).....Pennsylvania.	955,250	—	.....	.....	155,250	800,000	.....	.....	—	13,792	.....	.....	75,263	32,185	—	100	....
Dec. 31, 1867	99.0	—	....	—	20	12	6	255	Kentucky Central.....Kentucky.	.....	—	.....	.....	.....	1,208,000	.....	.....	99.0	.....	.....	.....	.....	.....	—	100	....
Dec. 31, 1867	18.0	7.0	....	275.0	3	5	2	50	Keokuk and St. Paul.....Iowa.	750,000	*	.....	.....	250,000	500,000	.....	.....	25.0	.....	.....	.....	.....	.....	—	100	....
Dec. 31, 1867	—	—	—	53.0	—	—	—	—	Knoxville and Charleston ¶...Tennessee.	.....	—	.....	.....	.....	.....	.....	.....	—	.....	.....	.....	.....	.....	—	100	....
Dec. 31, 1867	31.0	—	....	34.0	2	2	1	23	Knoxville and Kentucky ¶....Tennessee.	.....	—	.....	.....	.....	.....	.....	.....	—	.....	.....	.....	.....	.....	—	100	....

RAILROAD SHARE LIST, including Mileage, Rolling Stock, Debts, Income, Dividends, &c., &c.

An *asterick* (*) occurring in the column headed "Rolling Stock" signifies that the cost thereof is included, in that headed "Railroad." A *dash* (—) across the column signifies "nil," and running *dots* (.....) signify "not ascertained." Land Grant Railroads are printed in "*Italics*." State-aid Railroads are distinguished by a "¶."

Years ending.	Railroad. Main Line.	Branch Line.	2d Track and Sidings.	Railroad in progress.	Rolling Stock. Engines.	Cars. Pass.	B. M. E.	Freight.	Companies.	Abstract of General Balance Sheet. Property and Assets. Railroad.	Rolling Stock.	Assets.	Accounts and Cash.	Liabilities. Stocks.	Bonds.	Accounts.	Surplus Income.	Railroad Operated.	Operations. Traffic Moved.	Carried one mile. Passengers.	Freight.	Earnings. Gross.	Net.	Dividends.	Value of Shares. Par.	Market.
	M.	M.	M.	M.						$	$	$	$	$	$	$	$	M.	M.	Number.	Tons.	$	$	pc.	$	p.c.
Oct. 31, 1867	80.0	—	23.5	—	21	6	3	1,275	Lackawanna and Bloomsburg.....Penn.	3,231,358	521,772	.....	.....	1,335,000	2,273,295	68,880	—	80.0	508,071	.....	.....	790,808	223,446	—	50	.....
Dec. 31, 1867	37.0	—	....	116.0	3	2	1	25	Lake Erie and Louisville ....Ohio & Ind.	1,340,250	*	.....	.....	840,250	500,000	.....	—	37.0	.....	.....	.....	.....	.....	—	100	.....
Jan. 1, 1868	27.0	—	....	323.0	—	—	—	—	Leavenworth, Lawrence & Galves. Kansas.	.....	.....	.....	.....	.....	.....	.....	—	—	.....	.....	.....	(Open. J	an. 1, '68.)	—	100	.....
Jan. 1, 1868	15.0	—	0.3	22.0	—	—	—	—	Lehigh and Lackawanna...Pennsylvania.	575,100	.....	.....	.....	375,100	200,000	.....	—	—	(Opene	d Jan. 1, 1	868, & oper	r. by L. C	& N. Co.	—	50	.....
Oct. 31, 1867	91.0	46.8	16.0	—	33	8	2	1,847	Lehigh and Susquehanna...Pennsylvania.	9,459,625	1,747,141	4,455,000	.....	8,739,800	7,990,285	.....	—	—	.....	.....	.....	534,154	193,776	6	50	.....
Oct. 31, 1867	101.0	60.2	148.6	—	90	18	10	3,696	Lehigh Valley.....Pennsylvania.	11,459,652	3,407,489	.....	.....	10,731,400	1,437,000	866,111	.....	101.0	1,224,376	.....	.....	3,580,764	1,372,063	10	50	55½
Nov. 30, 1867	6.6	—	0.6	—	2	6	2	10	Lexington and Arlington..Massachusetts.	258,708	*	.....	36,000	241,200	.....	.....	.....	6.6	24,042	765,067	29,360	38,718	5,642	—	100	.....
Dec. 31, 1867	12.0	0.8	....	—	2	2	—	57	Lexington and Big Sandy .....Kentucky.	.....	.....	.....	.....	.....	.....	.....	.....	12.8	.....	.....	.....	.....	.....	—	100	.....
Jun. 30, 1868	29.0	—	2.7	—	—	—	—	—	Lexington and Frankfort.....Kentucky.	654,265	*	18,257	9,140	514,646	44,000	114,749	8,267	—	(Operat	ed by Lou	isv., Cinc.	and Lex.)	45,700	6	100	.....
Nov. 30, 1867	84.2	—	44.7	—	—	—	—	—	Little Miami.....Ohio.	3,775,757	—	1,704,058	—	3,572,400	1,589,000	35,935	282,550	—	(Operat	ed in conn	ection wit	h Col. &	Xenia.)	8	50	.....
Nov. 30, 1867	15.3	—	....	—	45	40	24	713	Little Miami and Col. & Xenia (Joint).O.	411,824	1,012,564	778,955	624,683	1,804,397	—	627,251	396,378	196.2	1,110,055	29,979,623	.....	.....	.....	—	.....	.....
Oct. 31, 1867	28.3	3.0	24.6	—	—	—	—	—	Little Schuylkill .....Pennsylvania.	1,466,662	—	2,047,438	—	2,646,100	868,000	—	—	—	(Leased	to Phila. a	nd Read.)	.....	.....	4	50	45
Dec. 31, 1867	9.0	—	....	—	2	8	—	—	Long Branch and Sea-Shore. New Jersey.	182,680	*	.....	.....	178,232	.....	.....	4,448	9.0	.....	.....	.....	57,382	8,036	—	100	.....
Sept. 30, 1867	94.0	26.0	....	—	24	40	8	158	Long Island.....New York.	3,805,509	401,311	.....	.....	3,000,000	825,000	.....	.....	120.0	366,430	19,437,628	5,420,360	693,016	449,189	—	50	.....
Jun. 30, 1868	—	—	....	81.0	14	13	5	220	Louisville, Cincinnati and Lexington. Ky.	2,496,288	—	23,250	474,307	211,122	2,116,000	573,445	95,278	94.0	244,034	7,078,999	3,181,380	493,219	157,247	9	100	.....
Jun. 30, 1868	65.0	—	6.1	—	—	—	—	—	Louisville and Frankfort.....Kentucky.	1,532,645	*	36,367	5,519	1,108,594	282,520	4,538	185,179	—	(Operat	ed by Lou	isv., Cinc.	and Lex.)	103,858	6	100	.....
Jun. 30, 1867	185.0	149.0	38.3	....	66	45	23	718	Louisville and Nashville...Ky. and Tenn.	11,973,374	*	1,583,680	509,845	5,492,638	4,165,000	469,757	3,969,285	334.0	830,181	23,078,589	27,504,811	2,158,875	810,469	8	100	.....
Sept. 30, 1866	288.0	—	....	—	34	18	7	416	Louisville, New Albany and Chicago. Ind.	.....	.....	.....	.....	.....	.....	.....	.....	343.0	597,077	.....	.....	854,222	109,607	—	100	.....
Nov. 30, 1867	124	—	2.4	—	2	3	1	26	Lowell and Lawrence.....Massachusetts.	332,883	30,275	5,345	.....	200,000	73,000	2,160	.....	—	(Leased	to Boston	and Lowe	ll.)	21,780	6	100	.....
Oct. 31, 1867	21.0	—	4.5	—	—	—	—	—	Lykens Valley.....Pennsylvania.	600,000	—	.....	.....	600,000	.....	.....	.....	—	(Leased	to Summi	t Branch.)	.....	62,500	9	50	.....
Dec. 31, 1867	50.0	—	....	124.0	6	3	—	53	Macon and Brunswick ¶.....Georgia.	893,327	196,641	862,803	31,032	1,315,597	415,000	222,174	.....	50.0	.....	.....	(11 mos.)	94,046	268	—	100	.....
Nov. 30, 1867	102.5	—	....	—	17	8	8	208	Macon and Western.....Georgia.	1,500,000	*	377,488	64,346	1,500,000	—	441,884	—	102.5	286,632	.....	.....	568,346	164,069	8½	100	.....
Jun. 30, 1867	34.2	—	7.0	—	—	—	—	—	McMinnville and Manchester..Tennessee.	825,000	—	.....	.....	—	764,000	.....	.....	34.2	.....	.....	.....	.....	.....	—	50	.....
Oct. 31, 1867	12.3	19.0	38.8	—	—	—	—	—	Mahanoy and Broad Mountain.....Penn.	1,897,202	—	.....	.....	1,676,915	250,000	.....	.....	—	(Leased	to Phila. a	nd Readin	g.)	.....	—	50	.....
Dec. 31, 1867	109.8	—	....	28.0	13	16	5	236	Maine Central ¶.....Maine.	4,212,201	*	.....	.....	1,600,860	2,534,120	.....	.....	137.8	.....	.....	.....	531,105	180,437	—	100	.....
Mar. 31, 1867	22.4	3.0	....	—	—	—	—	—	Manchester and Lawrence..N. H. & Mass.	1,000,000	—	.....	.....	1,000,000	.....	.....	.....	—	(Operat	ed with C	oncord.)	.....	97,925	9	100	135½
Mar. 31, 1867	19.0	—	....	—	—	—	—	—	Manchester and North Weare..N. Hamp.	600,000	—	.....	.....	200,000	.....	.....	.....	—	(Owned	and oper.	by Conc.)	50,267	1,950	—	100	.....
Jun. 30, 1867	190.8	86.0	22.4	—	52	21	13	580	Marietta and Cincinnati.....Ohio.	19,094,702	*	.....	.....	14,256,253	4,188,385	650,064	.....	282.8	1,002,500	.....	.....	1,208,635	191,635	—	50	.....
Dec. 31, 1867	32.0	—	....	22.0	—	—	—	—	Maryland and Delaware ¶...Md. and Del.	.....	.....	.....	.....	.....	.....	.....	.....	32.0	(Operat	ed by con	tractors.)	.....	.....	—	100	.....
Dec. 31, 1867	272.6	19.0	23.2	—	55	29	10	611	Memphis and Charles. Tenn., Miss. & Ala.	6,385,881	1,097,980	1,176,256	595,844	5,312,725	3,306,530	606,535	30,171	379.0	799,098	.....	.....	1,484,264	441,296	3	100	.....
Dec. 31, 1867	83.0	—	....	—	—	—	—	—	Memphis, Clarksv. and Louisv. ¶..Tenn.	3,037,069	—	.....	.....	—	1,582,000	.....	.....	—	(Leased	to Louisvi	lle and Na	shville.)	.....	—	100	.....
Dec. 31, 1867	130.6	—	....	—	—	—	—	—	Memphis and Ohio ¶.....Tennessee.	3,500,000	*	.....	.....	—	1,999,000	.....	.....	130.0	(Operat	ed by Lou	isville and	Nashvill	e.)	—	100	.....
May 31, 1868	284.8	—	36.5	—	98	86	50	1,747	Michigan Central.....Mich., Ind. & Ill.	14,914,167	*	571,510	543,869	8,477,366	6,968,989	948	582,244	329.3	2,055,049	.....	.....	4,470,879	1,756,334	10	100	119
Feb. 29, 1868	468.4	48.6	65.6	—	99	74	56	1,674	Mich. South. and North. Ind. O., M., I. & I.	16,358,549	2,865,817	738,436	799,793	10,646,200	9,038,640	267,477	810,279	523.8	2,387,389	60,392,623	110,163,611	4,747,219	1,710,007	—	100	86¾
Dec. 31, 1867	6.6	—	....	—	—	—	—	—	Millstone and New Brunswick. N. Jersey.	113,014	—	.....	.....	102,365	.....	10,649	.....	6.6	.....	.....	.....	15,128	5,090	—	100	.....
Dec. 31, 1867	22.3	—	....	—	—	—	—	—	Millville and Glassboro.....New Jersey.	490,366	—	.....	.....	405,020	.....	.....	.....	—	(Leased	to West J	ersey.)	59,329	36,482	12	100	.....
Dec. 31, 1867	820.0	—	....	5.0	124	73	41	2,229	Milwaukee and St. Paul .....Wisconsin.	30,931,300	*	545,361	1,361,523	13,457,775	16,796,500	1,373,073	1,208,836	820.0	2,296,146	35,282,221	96,178,049	5,683,608	2,017,923	—	100	102
Oct. 31, 1867	93.3	—	51.9	—	33	—	—	71	Mine Hill and Schuylkill Haven....Penn.	3,775,000	*	.....	.....	3,775,000	.....	.....	.....	—	(Leased	to Phila. a	nd Readin	g.)	.....	8	50	57½
Dec. 31, 1867	63.0	—	....	20.0	6	7	*	98	*Minnesota Valley*.....Minnesota.	1,942,507	*	.....	.....	1,607,775	100,000	155,000	.....	63.0	.....	.....	.....	.....	.....	—	100	.....
Aug. 31, 1867	256.0	—	....	—	36	19	9	213	Missis. Cent. and Tenn. ¶. Miss. & Tenn.	5,776,724	774,678	2,396,270	151,574	2,948,783	3,870,580	1,624,348	655,535	236.0	429,653	.....	.....	1,092,774	439,705	—	100	.....
Sept. 30, 1867	99.2	—	....	—	12	10	4	98	Mississippi and Tennessee ¶. Miss. & Tenn.	2,011,197	185,833	1,009,243	317,337	825,407	1,859,941	736,191	102,071	99.2	201,302	3,101,500	.....	512,761	135,847	—	100	.....
Dec. 31, 1867	63.5	—	....	164.5	8	5	3	81	*Mobile and Girard*.....Alabama.	1,500,000	.....	.....	.....	1,250,000	250,000	.....	.....	63.5	.....	.....	.....	.....	.....	—	100	.....
Dec. 31, 1867	72.0	—	....	—	7	5	3	56	Mobile and Great Northern.....Alabama.	.....	.....	.....	.....	.....	.....	.....	.....	72.0	.....	.....	.....	.....	.....	—	100	.....
Dec. 31, 1867	472.0	14.5	....	—	102	32	10	799	*Mobile and Ohio*..Ala., Miss., Tenn. & Ky.	15,307,402	*	.....	.....	3,762,400	7,553,989	.....	.....	486.5	1,167,204	.....	.....	2,300,269	776,505	—	100	.....
Jan. 31, 1868	22.0	—	1.3	58.0	3	2	—	24	Montgomery and Eufala.....Alabama.	641,785	73,990	6,633	44,459	384,738	129,000	236,828	15,301	22.0	.....	.....	(9 mos.)	17,921	15,302	—	100	.....
Feb. 28, 1867	88.5	28.4	....	—	21	12	16	107	Montgomery and West Point ..Alabama.	2,439,420	308,967	165,454	149,745	1,644,104	1,130,700	288,782	.....	116.9	176,707	.....	.....	449,007	187,402	—	100	.....
Dec. 31, 1867	84.0	5.0	63.7	—	55	62	10	1,413	Morris and Essex .....New Jersey.	10,463,608	*	417,287	183,982	3,616,350	8,000,000	132,661	513,206	95.0	827,530	.....	.....	1,382,840	264,547	3½	50	53
Dec. 31, 1867	50.0	—	....	—	10	7	2	87	Muscogee .....Georgia.	.....	.....	.....	.....	.....	.....	.....	.....	72.0	.....	.....	.....	.....	.....	—	100	.....
Nov. 30, 1867	14.6	—	....	—	12	13	6	310	Nashua and Lowell....N. Hamp. & Mass.	678,919	95,684	—	81,122	720,000	—	15,000	120,725	43.2	381,529	6,752,429	5,415,670	440,241	74,769	10	100	.....
Jun. 30, 1867	151.0	8.0	10.0	14.0	35	17	5	545	Nashville and Chattanooga ¶..Tennessee.	4,581,000	*	.....	.....	2,056,544	1,719,000	.....	.....	159.0	729,472	7,108,329	19,674,243	1,124,421	311,578	—	100	.....
Sept. 30, 1867	120.0	12.5	....	—	—	—	—	—	Nashville and Decatur ¶..Tenn. and Ala.	4,776,891	*	367,920	30,270	1,526,459	2,366,801	678,154	110,232	132.5	.....	.....	(9 mos.)	374,039	110,232	—	100	.....
Jun. 30, 1867	172.5	—	4.7	—	20	4	2	151	Nashville and Northwestern ¶. Tenn. & Ky.	4,600,155	*	92,000	406,087	1,157,736	3,464,050	317,626	159,529	98.0	239,947	879,802	2,987,871	283,454	81,345	—	100	.....
Oct. 31, 1867	57.0	....	8.4	—	11	11	4	178	Naugatuck .....Connecticut.	1,690,395	*	211,964	89,139	1,436,600	246,000	69,665	228,233	62.0	176,321	4,709,851	.....	473,685	194,176	10	100	.....
Nov. 30, 1867	20.1	1.5	....	—	5	12	8	77	New Bedford and Taunton.....Mass.	500,000	*	305,475	—	500,000	174,000	—	131,475	21.6	75,756	2,601,114	597,284	182,955	43,062	8	100	107½
Dec. 31, 1867	88.0	19.0	11.5	—	6	3	3	47	New Brunswick and Canada ¶ .N. Bruns.	2,500,000	*	.....	.....	.....	1,100,000	.....	.....	107.0	73,809	.....	2,744,092	79,781	26,269	—	100	.....
Oct. 31, 1867	14.9	—	1.8	—	1	—	—	4	Newcastle and Beaver Valley.....Penn.	397,200	*	.....	.....	233,000	164,200	.....	.....	14.9	(Operat	ed by Pbg	F.W.&C.)	178,500	71,400	12	50	.....
Oct. 31, 1867	6.0	—	....	—	—	—	—	—	Newcastle and Frenchtown....Delaware.	680,824	*	68,642	—	744,520	.....	.....	.....	6.0	(Owned	& oper. b	y Phil., W	and B.)	13,294	—	50	.....
Nov. 30, 1867	93.0	8.8	....	8.0	5	3	1	32	New Haven and Northamp. Conn. & Mass.	2,551,142	*	.....	.....	1,344,000	650,000	142,167	.....	—	(Operat	ed partly	by N. Y.	& N. H.)	.....	2	100	.....
Dec. 31, 1867	33.8	....	33.8	—	37	70	15	196	New Jersey.....New Jersey.	4,077,493	858,314	2,393,297	631,137	6,000,000	1,362,614	194,010	403,618	33.8	677,201	.....	.....	1,865,303	747,351	10	100	134
Nov. 30, 1867	100.0	—	10.0	—	15	13	7	309	New London Northern..Conn. and Mass.	1,402,267	*	145,000	54,733	895,000	430,000	277,000	.....	100.0	326,126	5,355,549	5,084,846	382,944	93,894	8	100	.....
Nov. 30, 1867	206.0	—	....	—	25	26	11	446	N. Orleans, Jack. and Gt. North. ¶. L. & M.	6,240,662	1,482,954	.....	262,949	4,742,185	3,760,000	337,380	.....	206.0	.....	.....	.....	1,387,935	630,152	—	100	.....
Dec. 31, 1867	62.0	—	....	—	5	4	—	31	New Orleans and Ohio.....Kentucky.	.....	.....	.....	.....	.....	.....	.....	.....	62.0	.....	.....	.....	.....	.....	—	100	.....
Dec. 31, 1867	80.2	2.8	9.6	238.0	10	9	2	137	*N. Orleans, Opelousas & Gt. Western* ¶. La.	.....	.....	.....	.....	4,093,425	1,882,600	642,107	.....	80.2	137,698	2,999,132	.....	378,198	118,326	—	100	.....
Sept. 30, 1867	297.7	296.0	452.6	—	289	296	90	5,530	New York Central .....New York.	36,594,405	*	8,540,209	888,921	28,537,000	12,069,820	698,879	4,727,836	692.2	6,401,420	198,985,143	362,180,606	13,976,514	3,325,822	6	100	126¾
Sept. 30, 1867	—	—	—	39.8	—	—	—	—	N. Y., Housatonic & North. N. Y. & Conn.	216,660	—	.....	.....	193,360	—	29,224	.....	—	.....	.....	.....	.....	.....	—	100	.....
Sept. 30, 1867	130.8	2.1	45.5	—	41	71	37	669	New York and Harlem.....New York.	10,491,685	1,563,697	1,109,365	.....	6,785,050	5,993,625	37,000	.....	132.9	1,788,437	29,430,713	16,156,304	2,688,121	1,144,018	8	100	124
Mar. 31, 1868	62.3	—	63.8	—	37	77	24	450	New York and New Haven. N. Y. & Conn.	6,143,480	900,000	499,181	465,426	6,000,000	1,062,500	239,418	706,169	62.2	827,523	67,095,092	6,279,840	2,218,509	864,879	10	100	142
Aug. 31, 1867	50.0	12.0	....	—	16	17	5	128	N. Y., Providence and Boston..C. & R. I.	2,568,000	*	275,000	77,175	2,000,000	600,000	.....	.....	62.0	255,401	.....	.....	486,140	111,835	2½	100	80
Sept. 30, 1867	98.5	—	3.7	—	—	—	—	—	Niagara Bridge and Canandaigua. N. York.	1,000,000	—	.....	.....	1,000,000	.....	.....	.....	—	(Leased	to New York	Central.)	.....	60,000	6	100	.....
Sept. 30, 1867	81.0	—	....	—	7	5	2	91	Norfolk and Petersburg ¶.....Virginia.	2,353,857	*	232,316	—	1,798,600	622,350	.....	.....	81.0	120,138	1,217,812	3,420,361	208,635	47,231	—	100	.....
May 31, 1868	223.0	—	....	—	25	20	—	204	North Carolina ¶.....North Carolina.	4,950,606	*	300,100	62,264	4,000,000	443,000	147,135	732,835	223.0	350,960	.....	.....	537,940	269,167	6s	100	.....

Feb. 29, 1868	26.5	—	....	—	—	—	—	—	*Northeast and Southwest Alabama*.....Ala.	.....	.....	.....	.....	.....	.....	.....	.....	—	(Leased to Selma and Meridian.)				12,569	—	100	....
Feb. 28, 1868	102.0	—	....	—	12	12	5	110	North-Eastern ¶.....South Carolina.	2,148,131	*	28,862	27,548	1,053,950	873,000	266,683	10,409	102.0	166,800	.....	.....	279,232	105,577	—	100	....
Feb. 29, 1868	180.0	61.0	....	—	—	—	—	—	North Missouri ¶.....Missouri.	.....	.....	.....	.....	.....	.....	.....	.....	—	.....	.....	.....	.....	.....	—	100	....
Oct. 31, 1867	55.3	12.0	20.0	—	23	26	14	309	North Pennsylvania.....Pennsylvania.	6,062,418	*	732,102	80,383	3,150,000	3,447,549	80,586	196,668	67.3	343,023	12,188,701	13,691,447	892,057	377,206	53	50	35½
Dec. 31, 1867	94.3	3.0	....	—	18	20	3	349	Northern .....Canada.	.....	.....	.....	.....	.....	.....	.....	.....	97.3	.....	.....	.....	561,370	.....	—	100	....
Dec. 31, 1867	138.0	—	95.5	—	99	56	43	4,217	Northern Central ¶.....Md. and Penn.	9,667,414	1,648,096	1,030,864	716,778	4,648,900	5,764,500	1,812,648	837,103	326.0	1,817,308	26,008,050	94,836,528	3,690,868	917,016	8	50	49
Mar. 31, 1868	69.0	13.0	....	—	24	16	8	468	Northern New Hampshire..New Hamp.	3,068,400	*	200,701	383,362	3,068,400	125,908	146,259	311,904	82.0	371,630	5,688,452	15,270,340	625,318	219,285	8	100	116¼
Sept. 30, 1867	21.3	—	3.5	—	5	13	5	24	Northern New Jersey.....N. J. and N. Y.	495,044	*	.....	26,201	159,100	300,000	62,145	.....	35.3	128,394	.....	.....	252,366	14,805	—	100	....
Nov. 30, 1867	59.4	7.0	9.5	—	20	19	—	491	Norwich and Worcester ¶.Conn. & Mass.	2,463,983	149,711	642,862	*	2,363,600	629,500	43,253	220,203	66.4	364,521	6,925,609	8,888,209	680,438	204,086	8	100	92
Jun. 30, 1867	113.0	32.0	6.7	—	22	26	5	252	Nova Scotia ¶.....Nova Scotia.	6,291,928	*	(Owned by		Provincial	Government.)			145.0	.....	.....	(9 mos.)	155,098	22,699	—	—	....
Mar. 31, 1868	118.4	4.0	18.0	—	30	16	8	519	Ogdensburg and Lake Champlain...N. Y.	5,071,900	*	142,100	229,896	4,061,000	1,038,000	146,425	199,471	122.4	521,932	5,009,432	26,654,145	898,981	301,742	3	100	71½
Dec. 31, 1867	340.0	—	....	—	79	36	20	1,213	Ohio and Mississippi ....Ohio, Ind. & Ill.	25,940,335	1,707,000	114,198	347,385	23,500,000	3,888,000	398,6·3	122,225	340.0	.....	.....	.....	4,459,319	1,063,529	—	100	31
Oct. 31, 1867	97.0	3.0	16.0	—	27	17	6	175	Oil Creek and Allegheny River.....Penn.	6,598,603	*	.....	.....	4,259,000	2,495,000	339,766	.....	100.0	358,378	.....	.....	1,509,246	599,882	—	50	39½
Nov. 30, 1867	130.5	19 5	32.3	—	34	59	1[illegible]	450	Old Colony and Newport..Massachusetts.	6,014,824	696,806	906,677	*	4,848,320	2,870,000	128,000	255,781	141.0	826,061	32,496,484	5,372,737	1,381,065	478,987	6	100	97½
Sept. 30, 1867	287.1	9.9	31.9	—	16	16	11	149	Orange, Alex. and Manassas Gap ¶....Va.	.....	.....	.....	118,775	.....	2,637,762	976,353	.....	190.0	420,449	9,095,959	5,248,590	706,992	287,587	—	100	....
Dec. 31, 1867	9.1	—	....	—	.....	.....	.....	.....	Orange and Newark .....New Jersey.	.....	.....	.....	.....	.....	.....	.....	.....	9.0	.....	.....	.....	136,096	23,634	—	100	....
Sept. 30, 1867	28.6	—	3.3	—	.....	.....	.....	.....	Oswego and Rome.....New York.	925,799	.....	.....	.....	222,987	716,000	3,387	.....	—	(Leased to R., W. & Ogdens.)			111,196	55,598	—	100	....
Sept. 30, 1867	36.3	—	21.3	—	6	10	4	63	Oswego and Syracuse .....New York.	1,160,940	139,834	.....	112,320	482,400	573,500	4,875	.....	36.3	101,544	3,747,266	1,920,412	256,528	81,630	8	100	....
Feb. 29, 1868	283.0	—	....	—	52	41	24	706	*Pacific* ¶.....Missouri.	11,479,635	2,195,655	10,991	.....	3,614,515	9,349,000	806,281	.....	283.0	1,405,886	.....	.....	3,003,681	973,055	—	100	....
Sept. 30, 1867	47.6	—	....	—	15	23	—	131	Panama.....New Granada.	8,000,000	*	.....	.....	7,000,000	2,674,000	.....	.....	47.6	.....	.....	.....	.....	.....	24	100	240
Dec. 31, 1867	14.5	—	14.5	—	—	—	—	—	Paterson and Hudson.....New Jersey.	630,000	.....	.....	.....	630,000	.....	.....	.....	—	(Leased to Erie.)				53,400	8	100	....
Dec. 31, 1867	6.1	—	....	—	—	—	—	—	Paterson and Newark.....New Jersey.	.....	.....	.....	.....	.....	.....	.....	.....	—	.....	.....	.....	.....	.....	—	100	....
Dec. 31, 1867	15.1	—	—	—	—	—	—	—	Paterson and Ramapo.....New Jersey.	350,000	.....	.....	.....	284,500	85,000	.....	.....	—	(Leased to Erie.)				26,500	5	100	....
Dec. 31, 1867	—	—	—	109.0	—	—	—	—	Peninsular .....Mich. Ind. and Ill.	.....	.....	.....	.....	400,000	.....	.....	.....	—	.....	.....	.....	.....	.....	—	100	....
Dec. 31, 1867	330.0	33.4	448.3	—	415	291	—	6,393	Pennsylvania .....Pennsylvania.	24,638,169	4,476,850	15,932,903	1,052,522	21,045,750	19,805,383	2,727,493	2,511,799	878.8	8,026,778	127,534,215	60,008,070	16,340,156	4,256,856	6	50	56½
Oct. 31, 1867	47.0	—	54.9	—	23	4	—	2,023	Pennsylvania Coal.....Pennsylvania.	2,000,000	*	2,183,250	.....	3,200,000	597,500	385,750	.....	62.9	.....	.....	.....	.....	.....	20	50	....
Mar. 31, 1867	130.0	25.0	....	167.0	13	14	3	102	*Pensacola and Georgia*.....Florida.	3,080,000	*	283,991	471,590	1,376,592	1,646,300	174,515	516,385	155.0	138,864	1,487,543	.....	295,606	157,371	—	100	....
Dec. 31, 1867	46.0	—	....	—	—	—	—	—	Peoria and Bureau Valley.....Illinois.	1,800,000	.....	.....	.....	1,200,000	600,000	.....	.....	—	(Leased to Chic. R. I. and Pacific.)				125,000	8	100	....
Dec. 31, 1867	71.0	—	....	—	—	—	—	—	Peoria, Pekin and Jacksonville...Illinois.	1,100,000	.....	.....	.....	550,000	550,000	.....	.....	71.0	.....	.....	.....	.....	.....	—	100	....
Dec. 31, 1867	61.0	21.3	4.7	—	10	9	9	98	Petersburg ¶.....Virginia.	1,411,762	*	112,796	36,000	1,323,200	69,526	172,453	.....	92.3	.....	.....	.....	220,232	93,662	—	100	....
Oct. 31, 1867	39.0	—	....	51.0	4	4	2	63	Philadelphia and Balt. Cent. Penn. & Md.	1,170,279	*	.....	.....	218,000	800,000	62,500	.....	102.1	85,460	.....	.....	149,348	23,423	—	50	....
Dec. 31, 1867	287.5	—	70.5	—	90	50	21	1,490	Philadelphia and Erie ¶....Pennsylvania.	19,014,865	*	.....	.....	5,996,700	13,000,000	22,473	.....	287.5	(Leased to Pennsylvania.)			2,333,760	677,239	—	50	27
Sept. 30, 1867	17.1	3.1	24.7	—	20	44	7	147	Phila., Germantown and Norristown..Pa.	1,550,873	257,670	120,288	104,420	1,535,550	116,100	157,178	224,623	24.3	292,364	21,988,924	.....	605,590	275,442	10	50	67½
Nov. 30, 1867	93.0	54.0	271.1	—	268	79	31	8,068	Philadelphia and Reading..Pennsylvania.	23,652,133	3,765,774	3,803,751	264,563	23,856,101	6,560,825	2,090,394	2,769,256	393.9	4,356,385	32,175,181	410,092,054	9,106,497	2,039,761	10	50	48½
Oct. 31, 1867	26.5	—	32.2	—	—	—	—	—	Philadelphia and Trenton..Pennsylvania.	1,666,115	.....	287,418	.....	1,099,120	200,000	.....	.....	33.3	.....	.....	.....	863,705	254,288	10	100	128
Oct. 31, 1867	95.9	4.0	105.9	—	52	98	—	988	Philadelphia, Wilm. and Baltimore. Penn.	10,219,072	*	1,788,938	459,087	9,058,300	1,835,000	485,231	1,088,568	102.1	892,376	.....	.....	2,432,531	890,730	9	50	56
Jun. 30, 1867	150.0	8.0	20.0	—	50	31	15	700	Pittsburg, Columbus and Cincinnati. Ohio	8,722,141	*	.....	.....	1,983,141	6,739,000	.....	.....	201.0	.....	12,861,340	.....	1,275,161	91,332	—	100	....
Oct. 31, 1867	58.4	—	17.4	90.6	13	13	4	79	Pittsburg and Connellsville ¶.....Penn.	2,452,905	*	.....	.....	1,776,129	1,500,000	.....	.....	71.1	339,804	.....	.....	498,181	172,973	—	50	....
Dec. 31, 1867	468.0	—	130.0	—	199	119	54	2,681	Pittsburg, Ft. W. and Chic..P., O., I. & I.	25,271,286	*	1,807,370	1,265,125	11,500,000	12,563,000	800,654	3,480,127	468.0	5,037,663	82,376,324	228,791,443	7,242,126	2,378,554	10	100	114½
Dec. 31, 1867	43.0	—	....	—	—	—	—	—	Pittsburg and Steubenville. Penn. & W.V.	2,500,000	*	.....	.....	1,000,000	1,500,000	.....	.....	—	(Leased to Pbg., Col. and Cincinnati)				.....	—	50	....
Nov. 30, 1867	18.6	—	1.4	—	1	2	1	—	Pittsfield and North Adams.....Mass.	443,678	*	6,322	782	450,000	.....	.....	782	—	50,080	1,217,879	670,258	108,894	27,450	6	100	....
Sept. 30, 1867	23.0	—	....	—	3	2	1	30	Plattsburg and Montreal.....New York.	.....	.....	.....	.....	.....	.....	.....	.....	23.0	.....	.....	.....	48,776	4,240	—	100	....
Dec. 31, 1867	63.0	9.0	....	—	17	18	10	197	Portland and Kennebec.....Maine.	3,000,000	*	.....	.....	.....	.....	.....	.....	109.0	307,443	6,630,284	.....	579,475	132,693	—	100	....
May 31, 1867	57.3	—	....	—	14	4	—	147	Portland, Saco and Portsmouth....Maine.	1,360,184	*	526,846	71,639	1,500,000	.....	358,581	317,370	51.3	227,394	.....	.....	529,325	230,825	6	100	103
Mar. 31, 1867	50.0	—	....	—	—	—	—	—	Portsmouth and Concord .N. Hampshire.	350,000	.....	.....	.....	350,000	.....	.....	.....	—	(Leased to Concord.)				24,500	7	100	....
Mar. 31, 1867	26.0	—	....	—	—	—	—	—	Portsmouth, Gt. Falls and Conway.N. H.	370,000	.....	.....	.....	170,000	200,000	.....	.....	—	(Leased to Eastern.)			76,425	26,673	—	100	....
Nov. 30, 1867	14.5	—	....	—	3	5	2	25	Providence, Warren and Bristol.R. I. & M.	484,942	49,787	6,500	.....	437,917	150,000	.....	.....	14.5	42,600	.....	.....	92,930	34,259	—	100	....
Nov. 30, 1867	43.4	1.0	20.4	—	19	17	4	688	Providence and Worcester..R. I. & Mass.	1,461,948	340,308	19,183	.....	1,800,000	.....	5,000	16,429	44.4	321,855	10,697,210	8,753,480	702,946	160,429	8	100	....
Dec. 31, 1867	97.0	—	....	—	—	—	—	—	Raleigh and Gaston ¶.....North Carolina.	.....	.....	.....	.....	.....	.....	.....	.....	—	.....	.....	.....	.....	.....	—	100	....
Dec. 31, 1867	73.8	8.5	....	—	—	—	—	—	Raritan and Delaware Bay...New Jersey.	4,098,592	*	.....	.....	2,530,700	1,524,800	.....	.....	82.3	.....	.....	.....	431,362	1,663	—	100	....
Dec. 31, 1867	39.5	8.5	2.3	—	7	7	1	39	Reading and Columbia.....Pennsylvania.	1,806,413	206,483	71,477	25,144	505,798	1,000,000	603,719	.....	48.0	158,533	.....	.....	175,071	25,486	—	50	....
Sept. 30, 1867	174.9	—	16.9	—	31	53	17	542	Rensselaer and Saratoga.....N. Y. & Vt.	4,000,000	*	.....	.....	2,500,000	1,500,000	.....	.....	174.9	547,225	15,223,332	11,106,420	1,423,009	365,305	6	100	....
Sept. 30, 1867	140.5	1.5	13.2	—	24	16	6	263	Richmond and Danville ¶.....Virginia.	4,929,000	*	1,900,411	241,003	2,000,000	1,9[illegible]2,800	1,025,780	2,061,824	190.5	310,204	4,106,364	5,924,892	639,662	207,711	—	100	....
Sept. 30, 1867	75.5	—	....	—	8	14	9	127	Richmond, Frederick and Potomac ¶..Va.	2,248,557	*	.....	.....	1,141,080	616,308	353,222	.....	75.5	180,510	4,530,195	3,107,812	463,733	73,597	—	100	....
Sept. 30, 1867	22.1	2.7	....	—	8	10	5	132	Richmond and Petersburg ¶.....Virginia.	933,896	*	56,304	241,036	847,100	319,000	65,136	.....	45.9	71,591	1,146,910	778,267	136,457	39,544	—	100	....
Sept. 30, 1867	38.3	—	....	—	.....	.....	.....	.....	Richmond and York River ¶....Virginia.	.....	.....	.....	.....	650,000	400,000	.....	.....	—	(Not operated since the war.)				.....	—	100	....
Sept. 30, 1867	22.0	—	....	31.0	.....	.....	.....	.....	Roanoke Valley.....Va. & N. Carolina.	482,612	*	.....	.....	427,402	.....	.....	.....	22.0	.....	.....	.....	.....	.....	—	100	....
Dec. 31, 1867	12.0	—	....	78.0	.....	.....	.....	.....	Rock Island and Peoria.....Illinois.	.....	.....	.....	.....	.....	.....	.....	.....	12.0	.....	.....	.....	.....	.....	—	100	....
Dec. 31, 1867	142.0	50.0	....	—	37	27	13	467	Rome, Watertown and Ogdensburg.N. Y.	4,000,724	*	469,141	118,378	2,400,000	1,834,600	.....	353,643	221.0	.....	.....	.....	1,215,471	449,003	10	100	114
Dec. 31, 1867	119.6	—	18.0	—	35	27	9	709	Rutland .....Vermont.	4,500,000	*	.....	.....	2,233,000	3,177,500	.....	.....	148.3	612,563	.....	.....	840,855	.....	—	100	30
May 31, 186[illegible]	—	—	—	133.0	—	—	—	—	*St. Croix and Lake Superior*.Minn. & Wis.	.....	.....	.....	.....	.....	.....	.....	.....	—	.....	.....	.....	.....	.....	—	100	....
Dec. 31, 1867	175.0	34.0	....	—	46	30	9	993	St. Louis, Alton and Terre Haute.Illinois.	11,040,000	*	303,010	251,465	4,340,000	6,700,000	554,475	.....	209.0	(Leased June 1,'67, I. & St.L.)			2,218,402	608,112	—	100	45
Dec. 31, 1866	80.9	—	....	—	.....	.....	.....	.....	St. Joseph and Council Bluffs...Missouri.	2,100,000	*	.....	.....	700,000	1,400,000	.....	.....	—	(Completed Jan. 1, 1868.)				.....	—	100	....
Dec. 31, 1866	54.0	—	....	—	7	10	3	85	St. Lawrence and Ottawa.....Canada.	.....	(Re-organized by 1st Mortgage bondholders.)						.....	54.0	.....	.....	.....	106,184	42,071	—	100	....
Dec. 31, 1867	91.0	16.0	....	111.0	18	.....	.....	.....	*St. Louis and Iron Mountain* ¶...Missouri.	.....	.....	.....	.....	.....	.....	.....	.....	—	.....	.....	.....	.....	.....	—	100	....
Dec. 31, 1867	150.0	—	....	148.0	15	5	.....	.....	St. Louis, Jacksonville and Chicago...Ill.	.....	.....	.....	.....	.....	1,500,000	.....	.....	80.0	.....	.....	.....	.....	.....	—	100	....
May 31, 1868	80.0	—	....	150.0	7	7	3	50	*St. Paul and Pacific* (1st Div.).Minnesota.	3,500,000	*	.....	.....	.....	2,020,000	.....	.....	—	.....	.....	.....	209,534	87,404	—	100	....
Nov. 30, 1867	16.0	—	....	—	—	—	—	—	Salem.....New Jersey.	278,328	*	.....	.....	180,550	100,000	.....	.....	—	(Leased to West Jersey.)				16,533	6	100	....
Dec. 31, 1867	16.9	—	....	—	—	—	—	—	Salem and Lowell .....Massachusetts.	381,471	82,542	.....	6,679	243,305	226,900	487	.....	—	(Operated by Boston & L.)			17,500	16,788	—	100	....
Dec. 31, 1867	155.0	16.0	19.7	—	—	—	—	—	Sandusky and Cincinnati.....Ohio.	3,897,479	*	.....	.....	2,534,596	1,362,873	.....	.....	—	(Leased to Cin., Dayton and Eastern.)				125,000	—	50	....
Dec. 31, 1867	116.3	—	9.2	—	10	12	6	199	Sandusky, Mansfield and Newark ..Ohio.	2,968,474	*	49,290	14,916	901,341	2,109,800	21,544	.....	116.3	241,284	.....	.....	410,668	86,369	—	100	....
Oct. 31, 1867	54.0	—	1.0	—	7	1	3	71	Schuylkill and Susquehanna .....Penn.	1,308,696	*	.....	.....	1,269,150	97,000	149,218	.....	54.0	143,124	.....	.....	146,840	18,546	—	50	....
Oct. 31, 1867	9.3	20.7	3.2	—	—	—	—	—	Schuylkill Valley.....Pennsylvania.	576,050	.....	.....	.....	576,050	.....	.....	.....	—	(Leased to Phila. and Reading.)				.....	5	50	....
Feb. 28, 1867	80.0	—	7.1	—	12	5	6	118	Seaboard and Roanoke.Va. & N. Carolina.	1,798,787	*	139,111	95,999	868,200	409,893	212,266	542,588	80.0	168,037	.....	.....	396,827	235,776	—	100	....
Feb. 29, 1868	81.3	—	6.3	—	13	8	2	117	Selma and Meridian.....Alabama.	2,163,564	*	.....	.....	999,050	796,830	.....	.....	119.3	.....	.....	.....	312,577	12,900	—	100	....
May 31, 1867	135.0	—	....	100.0	16	4	3	148	*Selma, Rome and Dallon*..Ala. & Georgia.	.....	.....	.....	.....	2,481,062	1,079,100	.....	.....	135.0	164,118	1,922,936	5,093,900	363,624	.....	—	100	....
Oct. 31, 1867	28.0	—	6.0	—	—	—	—	—	Shamokin Valley and Pottsville....Penn.	1,569,450	.....	.....	.....	869,450	700,000	.....	.....	—	(Leased to Northern Central.)				.....	5	50	....
Dec. 31, 1867	20.0	—	....	23.0	3	3	5	75	Sheboygan and Fond du Lac..Wisconsin.	457,000	*	.....	.....	250,000	.....	.....	.....	20.0	.....	.....	.....	.....	.....	—	100	....
Dec. 31, 1867	20.0	—	....	—	—	—	—	—	Shelby and Rush.....Indiana.	187,663	.....	.....	.....	100,000	37,800	.....	.....	20.0	(Operated by Jeff. Mad. and Louisville.)				.....	—	100	....
May 31, 1867	50.0	—	4.1	—	10	19	11	40	Shore Line.....Connecticut.	691,200	*	.....	.....	636,200	55,000	.....	.....	50.0	165,280	.....	.....	294,678	59,864	6	100	....
Dec. 31, 1867	71.0	—	....	2.9	.....	.....	.....	.....	*Sioux City and Pacific*.....Iowa.	.....	.....	.....	.....	.....	.....	.....	.....	71.0	(Opened near close of 1867.)				.....	—	100	....
Dec. 31, 1867	37.0	—	1.6	—	—	—	—	—	Somerset and Kennebec.....Maine.	800,000	.....	.....	.....	230,000	560,000	.....	.....	—	(Leased to Portland and Kennebec.)				36,000	—	100	....
Dec. 31, 1867	16.0	—	—	—	—	—	—	—	South Branch.....New Jersey.	438,300	.....	.....	.....	438,300	.....	.....	.....	—	(Leased to Central of New Jersey.)				.....	6	100	....
Dec. 31, 1867	137.0	106.0	29.1	—	43	39	—	343	South Carolina ¶.....South Carolina.	6,990,734	647,607	3,110,721	435,388	5,819,275	3,767,944	658,801	938,430	243.0	609,871	.....	.....	1,316,006	613,777	—	100	....
Nov. 30, 1867	11.5	—	1.9	—	3	12	2	15	South Shore .....Massachusetts.	462,057	39,436	.....	.....	1,159,685	150,000	20,147	100,533	11.5	52,309	2,200,606	22,926	85,509	27,888	—	100	....
Dec. 31, 1867	34.0	—	....	21.0	8	17	3	18	South Side (L. I.).....New York.	1,300,000	*	.....	.....	450,000	750,000	.....	.....	34.0	.....	.....	.....	.....	.....	—	100	....
Sept. 30, 1867	123.0	9.5	....	—	15	6	2	142	South Side (Petersb'g & Lynchb'g) ¶.Va.	3,726,590	*	12,924	40,200	1,365,000	1,708,900	683,047	22,766	132.5	299,068	1,861,845	5,329,232	330,000	67,921	—	100	....
Dec. 31, 1867	30.5	—	....	43.0	3	2	1	75	Southern Minnesota .....Minnesota.	.....	.....	.....	.....	.....	.....	.....	.....	30.5	.....	.....	.....	.....	.....	—	100	....

RAILROAD SHARE LIST, including Mileage, Rolling Stock, Debts, Income, Dividends, &c., &c.

An *asterisk* (*) occurring in the column headed "Rolling Stock" signifies that the cost thereof is included, in that headed "Railroad." A *dash* (—) across the column signifies "nil," and running *dots* (.....) signify "not ascertained." Land Grant Railroads are printed in "*Italics*." State-aid Railroads are distinguished by a "¶."

Years ending.	Railroad. Main Line.	Railroad. Branch Line.	Railroad. 2d Track and Sidings.	Railroad in progress.	Rolling Stock. Engines.	Rolling Stock. Cars. Pass.	Rolling Stock. Cars. B. M. E.	Rolling Stock. Cars. Freight.	Companies.	Abstract of General Balance Sheet. Property and Assets. Railroad.	Property and Assets. Rolling Stock.	Property and Assets. Assets.	Accounts and Cash.	Liabilities. Stocks.	Liabilities. Bonds.	Liabilities. Accounts.	Liabilities. Surplus Income.	Railroad Operated.	Operations. Trains Moved.	Operations. Carried one mile. Passengers.	Operations. Carried one mile. Freight.	Earnings. Gross.	Earnings. Net.	Dividends.	Value of Shares. Par.	Value of Shares. Market.
	M.	M.	M.	M.						$	$	$	$	$	$	$	$	M.	M.	Number.	Tons.	$	$	pc.	$	p.c.
Dec. 31, 1867	91.0	—	....	200.0	...	...	...	...	*Southwest Pacific* ¶.....Missouri.	...	...	...	...	...	...	...	...	91.0	...	...	(6½ mos.)	118,970	6,751	—	100	....
July 31, 1867	106.1	102.9	....	—	22	20	15	242	Southwestern.....Georgia.	3,802,337	*	255,380	226,822	3,203,900	437,000	148,777	271,168	209.0	...	...	...	1,006,953	408,959	9	100	....
Dec. 31 1867	68.0	—	....	—	2	4	2	27	Spartanburg and Union ¶.South Carolina.	...	...	...	...	...	...	...	...	68.0	...	...	...	...	...	—	100	....
Dec. 31, 1867	20.0	—	....	—	...	...	...	...	Springfield and Columbus.....Ohio.	346,000	—	...	...	196,000	150,000	...	...	—	(Leased	to Cinc., D	ayton and	Eastern.)	...	—	100	....
Sept. 30, 1867	13.0	—	0.4	—	3	6	—	6	Staten Island .....New York.	354,132	*	600,000	...	660,000	200,000	95,000	...	13.0	56,004	2,626,176	...	268,894	112,915	10	100	....
Jun. 30, 1867	150.0	8.0	20.0	—	50	31	15	700	Steubenville and Indiana.....Ohio.	8,722,141	*	...	...	1,983,141	6,739,000	...	...	201.0	...	12,861,340	...	1,275,161	91,332	—	100	....
Nov. 30, 1867	21.9	—	1.1	—	...	...	...	...	Stockbridge and Pittsfield.....Mass.	448,700	—	2,700	...	448,700	...	...	...	—	(Leased	to Housat	onic.)	...	31,409	7	100	....
Nov. 30, 1867	13.2	—	....	—	...	...	...	...	Stony Brook.....Massachusetts.	267,383	—	...	...	267,300	...	...	...	13.2	(Leased	to Nashua	& Lowell.	17,700	14.118	5	100	....
Dec. 31, 1867	—	—	—	22.0	...	...	...	...	Sullivan and Erie.....Pennsylvania.	...	...	...	...	...	...	...	...	—	...	...	...	...	...	—	50	....
Sept. 30, 1867	1.0	—	8.0	—	12	10	3	143	Syracuse, Binghamton and N. York.N.Y.	3,182,489	*	243,679	124,136	1,314,130	1,721,514	35,906	478,754	81.0	273,412	6,589,623	20,419,002	539,285	246,694	—	100	....
Dec. 31, 1867	—	—	—	165.0	...	...	...	...	Tennessee and Pacific ¶.....Tennessee.	...	...	...	...	...	...	...	...	—	...	...	...	...	...	—	100	....
Nov. 30, 1867	73.0	—	23.0	—	27	21	11	599	Terre Haute and Indianapolis....Indiana.	1,962,509	*	691,078	331,122	1,983,150	5,000	186,567	800,925	73.0	...	...	...	1,075,514	431,183	14	100	....
Oct. 31, 1867	30.6	—	4.9	—	9	4	1	266	Tioga .....Pennsylvania.	829,995	255,180	...	...	576,400	250,000	35,000	...	30.6	124,206	...	...	262,569	111,618	8	50	....
Dec. 31, 1867	111.0	65.5	....	71.5	21	8	6	320	Toledo, Peoria and Warsaw.....Illinois.	6,456,556	600,700	52,511	26,502	3,765,116	2,873,000	211,026	287,126	111.0	297,509	3,801,993	...	574,463	187,005	—	100	....
Dec. 31, 1867	454.8	45.2	....	—	105	49	24	2,050	Toledo, Wabash and Western.O. I. & Ill.	20,999,000	*	1,604,010	151,172	6,700,000	15,494,000	68,670	491,513	522.0	1,259,485	...	...	3,809,353	1,022,471	—	100	64
Sept. 30, 1867	34.9	—	9.3	—	13	13	6	222	Troy and Boston.....New York.	1,915,695	362,249	...	...	607,111	1,550,000	443,171	—	55.3	354,360	6,517,655	3,505,861	509,582	188,393	—	100	....
Sept. 30, 1867	6.0	—	6.0	—	...	...	...	...	Troy and Greenbush.....New York.	294,908	—	...	...	274,400	...	...	...	—	(Leased	to Hudso	n River.)	...	19,208	7	100	....
Nov. 30, 1867	27.0	—	....	15.7	...	...	...	...	Troy and Greenfield ¶.....Massachusetts.	2,086,640	...	...	...	—	680,000	...	...	—	(Operat	ed by Vt	& Mass., &	T. & B.)	32,000	—	100	....
Sept. 30, 1867	2.1	—	2.1	—	...	...	...	...	Troy Union (and Depot) .....New York.	762,238	...	...	...	30,000	310,000	...	...	—	(Owned	by railroa	ds centrin	g in Troy	.)	—	...	....
Oct. 31, 1867	20.4	—	....	—	...	...	...	...	Tyrone and Clearfield.....Pennsylvania.	525,000	...	...	...	—	...	...	...	—	(Leased	to Pennsy	lvania.)	...	...	—	...	....
Dec. 31, 1867	550.0	—	....	....	53	14	4	1,045	*Union Pacific*.....Nebraska, &c.	25,000,000	...	...	...	5,000,000	17,600,000	...	...	—	...	...	...	...	...	—	100	....
Dec. 31, 1867	100.0	—	....	....	6	2	1	118	*Union Pacific* (Central Branch) ..Kansas.	6,000,000	...	...	...	1,000,000	3,200,000	...	...	—	...	...	...	...	...	—	100	....
Dec. 31, 1867	356.0	33.0	....	64.0	29	20	—	771	*Union Pacific* (Eastern Division).Kansas.	15,000,000	*	...	...	5,000,000	11,392,000	...	...	—	...	...	...	1,625,156	...	—	100	....
Sept. 30, 1867	34.9	—	2.6	51.3	5	7	2	54	Utica and Black River.....New York.	952,732	*	...	...	831,300	—	...	...	34.9	33,168	1,882,670	656,074	150,375	83,679	7½	100	....
Sept. 30, 1867	12.0	—	....	70.0	2	—	—	12	Utica, Chenango and Susq. Valley..N. Y.	538,495	*	...	...	693,712	—	...	...	12.0	...	...	...	...	...	—	100	....
May 31, 1867	47.0	18.5	....	—	...	...	...	...	Vermont and Canada .....Vermont.	2,500,000	—	...	...	2,500,000	—	...	...	—	(Leased	to Vermo	nt Centra	l.)	...	8	100	103½
Nov. 30, 1867	69.3	8.0	5.5	—	12	12	6	180	Vermont and Massachusetts .Mass. & Vt.	3,466,429	*	78,945	79,918	2,860,000	550,000	3,172	212,120	77.3	199,126	3,837,794	3,281,428	461,424	62,595	1½	100	64
May 31, 1867	117.0	2.0	27.3	—	58	42	14	1,159	Vermont Central.....Vermont.	8,402,055	*	...	...	5,000,000	5,500,000	...	...	184.5	1,225,098	14,537,172	41,455,549	1,783,991	393,128	—	100	....
May 31, 1867	23.7	—	....	—	4	—	—	—	Vermont Valley .....Vermont.	1,221,886	*	...	...	516,164	793,200	...	...	—	(Leased	to Rutlan	d.)	...	...	—	100	....
Feb. 28, 1867	140.0	—	....	—	19	11	*	98	*Vicksburg and Meridian* .....Mississippi.	3,049,268	*	175,820	11,800	357,408	1,992,293	450,627	436,560	140.0	...	...	...	601.943	loss.	—	100	....
Sept. 30, 1867	188.6	—	....	—	26	13	11	184	Virginia Central ¶ .....Virginia.	5,540,788	541,814	33,759	147,308	3,353,679	1,919,550	372,297	618,143	205.4	300,405	4,936,004	5,225,008	554,511	107,648	—	100	....
Sept. 30, 1867	204.0	9.5	....	—	...	...	...	...	Virginia and Tennessee ¶ .....Virginia.	7,190,550	*	...	174,231	3,497,791	2,393,382	...	...	213.5	379,147	6,439,617	6,145,144	764,148	286,018	—	100	....
Dec. 31, 1867	18.3	—	....	—	...	...	...	...	Warren.....New Jersey.	2,000,000	*	59,050	...	1,547,650	511,400	...	...	18.3	...	...	...	458,606	155,926	7	100	....
Sept. 30, 1867	10.3	—	....	—	...	...	...	...	Warwick Valley .....New York.	172,577	—	...	...	98,650	85,000	600	...	10.3	(Operat	ed by Eri	e.)	51,630	20,596	8	100	....
Dec. 31, 1867	7.0	—	....	—	...	...	...	...	Washington, Alex. & Georget.D. C. & Va.	...	...	(In ha	nds of r	eceiver.)	...	...	...	7.0	...	...	...	...	...	—	100	....
Dec. 31, 1867	23.0	—	....	—	...	...	...	...	Washington County.....Maryland.	...	...	...	...	...	...	...	...	23 0	(Opened	Nov. 20, 1	867.)	...	...	—	100	....
Oct. 31, 1867	26.4	—	4.5	—	10	16	4	48	West Chester and Philadelphia.....Penn.	1,390,888	180,693	10,000	—	684,036	962,600	133,966	...	35.4	167,562	...	...	375,680	165,260	—	50	....
Nov. 30, 1867	156.0	17.3	184.2	—	103	47	*	1,703	Western ¶.....Massachusetts.	12,692,361	*	5,230,945	...	8,725,100	5,764,520	561,323	2,902,363	173.4	1,840,291	43,036,674	84,534,424	4,086,708	1,249,296	10	100	....
Sept. 30, 1867	138.0	—	....	—	52	15	10	575	Western and Atlantic...Georgia & Tenn.	5,000,000	*	(Built by	State.)	—	4,972,000	...	...	138.0	700,504	...	...	1,273,191	588,729	—	—	....
Dec. 31, 1867	43.0	—	....	—	4	2	—	63	Western (Coal) ¶ .....North Carolina.	1,025,016	*	...	...	1,942,000	—	...	...	43.0	...	...	...	42,834	6,820	—	100	....
Dec. 31, 1867	45.0	—	3.0	—	5	5	3	66	Western Maryland ¶.....Maryland.	1,850,000	...	...	...	750,000	1,200,000	...	...	45.0	...	...	...	116,782	35,985	—	100	....
Dec. 31, 1867	81.0	—	3.5	189.5	...	...	...	...	Western North Carolina..North Carolina.	...	...	...	...	...	2,318,000	...	...	84.5	...	...	...	...	...	—	100	....
Dec. 31, 1867	63.7	—	....	—	...	...	...	...	Western Pennsylvania.....Pennsylvania.	2,876,329	—	49,660	—	822,450	1,283,600	630,919	—	—	Leased	to Pennsy	lvania.)	...	...	—	50	....
Dec. 31, 1867	181.0	—	....	—	26	16	12	386	Western Union...Wisconsin and Illinois.	6,065,874	897,463	182,404	56,412	2,707,693	3,155,400	1,334,883	4,182	181.0	580,588	4,917,350	...	775,075	128,659	—	100	....
Dec. 31, 1867	37.5	—	....	—	7	13	3	130	West Jersey.....New Jersey.	1,259,172	*	420,000	97,357	804,150	1,018,000	...	...	37.5	...	...	...	278,639	119,287	—	100	....
Dec. 31, 1867	—	—	—	90.0	...	...	...	...	Whitehall and Plattsburg ¶...New York.	...	...	(Und	er const	ruction.)	...	...	...	—	...	...	...	...	...	—	100	....
Mar. 31, 1868	20.8	—	....	—	...	...	...	...	White Mountains.....New Hampshire.	200,000	—	...	...	200,000	—	...	...	—	(Leased	to Boston,	Concord a	nd Mont	real.)	6	100	....
Aug. 31, 1867	134.0	—	....	209.0	8	4	2	139	Wilmington, Charlotte & Rutherford.N.C.	5,572,702	*	554,080	39.269	1,195,600	2,480,982	266,315	223,154	134.0	...	...	...	224,357	27,441	—	100	....
Sept. 30, 1867	171.0	—	15.0	—	14	13	5	140	Wilm. and Manchester..N. Car. & S. Car.	3,414,844	*	667,701	207,862	1,147,018	1,550,240	732,268	860,882	171.0	...	...	...	463,289	201,369	—	100	....
Sept. 30, 1867	162.0	19.0	....	—	18	16	6	205	Wilmington and Weldon ¶...N. Carolina.	3,058,921	*	109,900	411,508	1,463,775	1,282,665	165,234	...	181.0	...	...	...	583,837	118,053	—	100	....
Nov. 30, 1867	15.5	—	....	—	...	...	...	...	Wilton.....New Hampshire.	233,000	—	...	...	213,000	...	...	...	—	(Leased	to Nashua	and Lowe	ll.)	13,845	6½	100	....
Dec. 31, 1867	38.0	—	....	—	...	...	...	...	Winchester and Alabama ¶...Tennessee.	950,000	*	...	...	...	1,160,782	...	...	38.0	...	...	...	...	...	—	100	....
Dec. 31, 1867	32.0	—	....	—	...	...	...	...	Winchester and Potomac.....Virginia.	600,000	*	...	...	300,000	203,333	...	...	—	(Leased	to Balt. an	d Ohio.)	...	27,000	—	100	....
Nov. 30, 1867	45.7	—	10.1	—	11	10	5	246	Wo.cester and Nashua ...N. Hampshire.	1,352,587	169,613	126,626	...	1,522,500	—	69,906	56,720	45.7	260,000	4,932,160	5,288,067	449,383	151,361	8	100	....
Dec. 31, 1867	13.0	—	....	—	...	...	...	...	Wrightsville, York and Gettysburg.Penn.	293,230	—	...	...	317,050	52,000	24,180	—	—	(Leased	to Northe	rn Central	.)	...	—	50	....
									CANALS, &c																	
May 31, 1867	13.6	—	—	—	—	—	—	—	Chesapeake & Delaware Canal.Del. & Md.	3,364,976	*	292,311	415,696	1,818,963	2,254,000	—	—	13.6	—	—	—	346,196	246,271	3	100	....
Dec. 31, 1867	184.5	—	—	—	—	—	—	—	Chesapeake and Ohio Canal...Md. & Va.	10,506,309	*	—	—	8,229,594	—	—	—	184.5	—	—	—	...	...	—	25	....
Oct. 31, 1867	60.0	—	—	—	—	—	—	—	Delaware Division Canal ..Pennsylvania.	2,433,350	—	—	—	1,633,350	800,000	—	—	(Leas	ed to Le	high Nav.	Co.)	...	...	4	50	....
Oct. 31, 1867	108.0	—	—	—	—	—	—	584	Delaware & Hudson Canal.Penn. & N.Y.	6.820,198	*	2,154,474	...	10,000,000	531,000	...	...	108.0	—	—	—	...	...	16	100	130½
Dec. 31, 1867	43.0	22.5	—	—	—	—	—	—	Delaware and Raritan Canal.New Jersey.	4,381,251	*	—	—	2,521,300	(See Ca	m. & A	mb.R.R.)	65.5	—	—	—	871,672	543,157	10	100	....
Oct. 31, 1867	136.0	25.0	—	—	—	—	—	—	Erie Canal .....Pennsylvania.	1,364,985	*	—	...	64,000	—	1,300,985	...	161.0	—	—	—	120,583	14,758	—	50	....
Dec. 31, 1867	48.0	—	—	—	—	—	—	540	Lehigh Navigation.....Pennsylvania.	4,455,000	*	19,937,933	49,067	8,739,800	12.504,297	1,733,960	1,463,943	108.0	—	—	—	...	247,603	8	50	27
Feb. 29, 1868	101.0	—	—	—	—	—	—	—	Morris Canal.....New Jersey.	3 362,221	*	—	68,683	2,200,000	1,049,260	120,553	61,091	101.0	—	—	—	449,652	162,972	—	100	....
Oct. 31, 1867	173.0	5.0	—	—	—	—	—	—	Pennsylvania Canal.....Pennsylvania.	2,751,765	*	—	...	2,751,765	—	—	—	178.0	—	—	—	262,654	46,450	—	50	....
Oct. 31, 1867	108.7	1.0	—	—	—	—	—	—	Schuylkill Navigation .....Pennsylvania.	10,553,333	2,189,711	...	...	4,797,185	7,775,720	489,316	136,275	109.2	—	—	—	1,099,013	...	6	50	10
Oct. 31, 1867	45.0	—	—	—	—	—	—	—	Susq. and Tide Water Canal.Penn. & Md.	4,619,461	*	...	...	2,002,746	2,611,310	159,506	—	45.0	—	—	—	155,872	42,170	—	50	15
Oct. 31, 1867	77.6	10.0	—	—	—	—	—	—	Union Canal.....Pennsylvania.	5,907,850	—	—	...	2,907,850	3,000,000	—	—	87.6	—	—	—	75,279	loss.	—	50	....
Oct. 31, 1867	123.0	—	—	—	—	—	—	—	West Branch and Susquehanna.....Penn.	1,850,000	—	117,000	...	1,100,000	750,000	...	—	123.0	—	—	—	211,829	61,218	—	50	....
Oct. 31, 1867	64.0	—	—	—	—	—	—	—	Wyoming Valley Canal....Pennsylvania.	1,400,000	*	—	...	800,000	600,000	...	—	64.0	—	—	—	132,037	33,921	4	50	30

CITY PASSENGER RAILROAD SHARE AND BOND LISTS.

PASSENGER RAILROAD SHARE LIST.

N. B.—A dash [—] signifies "nil" and leaders [....] "not ascertained."

Fiscal year ending.	Length. Completed; equivalent in single track.	Length. In progress or projected.	Equipment. Horses.	Equipment. Cars. 2-horse.	Equipment. Cars. 1-horse.	Companies.	Cost of Road and Equipment.	Share Capital paid in	Indebtedness. Bonded Debt.	Indebtedness. Floating Debt.	Earnings. Gross.	Earnings. Net.	Dividends on paid capital.	Par Value.	Market Price.
	m.	m.	No	No	N	MASSACHUSETTS.	$	$	$	$	$	$	p c.		
30 Nov.'67	3.53	—	—	—	—	Boston and Chelsea	110,000	110,000	—	—	8,800	7,396	6.8	....	37
30 Nov.'67	6.84	—	265	38	--	Broadway, Boston	402,468	325,000	—	64,336	187,427	29,460	9.5	....	58½
30 Nov'67	28.31	—	—	—	—	Cambridge	877,894	727,800	150,000	94	—	—	9.0	....	98
30 Nov.'67	3.99	—	48	8	--	Lowell (Horse)	66,908	55,830	—	1,686	27,268	5,538	—	....	....
30 Nov.'67	12.50	—	196	32	--	Lynn and Boston	269,426	200,000	50,000	48,934	154,987	loss.	—	....	10
0 Nov.'67	3.60	—	—	—	—	Malden and Melrose	60,246	200,000	55,758	—	24,138	loss.	—	....	25½
30 Nov.'67	—	—	—	—	—	Marginal Freight	91,543	94,200	—	—	—	—	—	....	....
30 Nov.'67	3.08	—	—	—	—	Medford and Charlestown	36,600	21,000	8,000	—	23,442	2,240	—	50	25
30 Nov.'67	42.99	—	791	166	--	Metropolitan (Boston)	1,523,225	1,250,000	—	183,198	736,709	129,635	10	....	65
30 Nov.'67	7.21	—	254	42	--	Middlesex (Boston)	499,685	400,000	41,539	79,694	188,085	10,087	—	....	57
30 Nov'67	3.25	—	23	7	—	Northampton & Will amsb.	300,000	300,000	—	2,318	14,273	1,125	—	....	....
30 Nov.'67	2.13	—	6	2	—	North Woburn street	27,242	17,300	—	13,500	368	loss.	—	....	....
30 Nov.'67	6.45	—	55	9	—	Quincy	136,840	71,600	66,424	57,592	28,226	loss.	—	....	....
30 Nov.'67	7.14	—	50	17	—	Salem and South Danvers	195,317	150,000	32,400	6,268	36,637	loss.	—	....	....
30 Nov.'67	3.74	—	—	—	—	Somerville	75,000	75,000	—	—	4,500	4,500	6	....	39½
30 Nov.'67	2.51	—	12	3	—	Stoneham street (Boston)	37,300	33,000	—	—	8,589	89	—	....	....
30 Nov.'67	6.84	—	—	—	—	Suburban	95,000	5,000	(Inc.	in Mal.	& Mel	rose.)	—	....	....
30 Nov.'67	—	—	440	68	—	Union (Transportation)	303,370	200,000	24,000	117,842	368,351	13,015	6	....	85
30 Nov.'67	2.76	—	—	—	—	Winnisimmet	62,152	58,300	—	238	4,300	3,867	4	....	—
30 Nov.'67	4.06	—	44	9	—	Worcester	89,573	75,800	72,000	26,000	—	—	—	....	....
						CONNECTICUT.									
31 Jan. '64	3.0	3.0	45	7	—	Fairhaven and Westville	100,000	100,000	—	—	—	—	8	....	....
31 Dec. '62	8.5	—	11	3	—	Hartford and Wethersfield	300,000	300,000	—	—	—	—	—	....	....
						NEW YORK.									
30 Sep. '67	7.37	—	87	6	6	Albany	139,414	98,000	40,000	....	71,861	15,873	—	100	....
30 Sep. '67	22.00	—	—	53	—	Bleecker St. & Fulton Ferry	1,746,441	900,000	694,000	44,749	298,418	56,543	—	100	....
30 Sep. '67	10.70	—	—	—	37	Broadway (Brooklyn)	266,561	200,000	85,000	10,015	107,736	28,744	8	100	....
30 Sep. '67	18.0	—	—	105	—	Broadway & 7th Ave., N. Y.	508,318	2,100,000	1500000	—	687,433	253,214	3½	100	....
30 Sep. '67	8.00	—	—	17	—	Brooklyn, Bath & Coney Isl'd	166,259	99,850	80,000	85,172	27,253	3,994	—	100	....
30 Sep. '67	70.00	—	—	207	—	Brooklyn City	1,800,813	1,500,000	300,000	—	1,131129	195,907	12	100	....
30 Sep. '67	11.30	—	—	49	—	Brooklyn City & Newtown	553,340	400,000	200,000	20,587	129,267	14,852	—	100	....
30 Sep. '67	.12	—	—	14	—	Brooklyn City & Rock. Be'h	125,586	107,700	45,000	—	15,085	6,352	—	100	....
30 Sep. '67	24.0	—	—	57	22	Brooklyn Central & Jamaica	995,783	488,100	498,810	47,303	192,290	9,470	—	100	....
30 Sep. '67	8.10	—	—	—	—	Buffalo Street	184,357	50,000	50,000	109,500	76,683	24,455	—	100	....
30 Sep. '67	1.76	—	—	—	—	Central City (Syracuse)	29,130	21,130	6,000	1,400	17,685	4,786	8½	100	....
30 Sep. '67	24.00	—	—	121	14	Central P'k, N & E. Riv. (N. Y.)	1,629,963	1,031,500	550,000	54,827	531,915	16,285	—	100	....
30 Sep. '67	14.82	—	—	—	—	Coney Island & Brooklyn	644,672	500,000	141,000	47,727	118,307	226	—	100	....
30 Sep. '67	22.09	—	—	201	—	D. Dock, E. B'dw. & Battery	678,114	1,200,000	672,000	15,000	582,532	89,310	5	100	....
30 Sep. '67	18.00	—	—	162	—	Eighth Avenue	1,420,972	1,000,000	203,000	—	792,574	139 095	12	100	....
30 Sep. '67	10.24	—	—	4	—	42d st., & Grand st. Ferry	1,041,204	748,000	260,000	—	300,969	94,714	5	100	....
30 Sep. '67	5.50	—	—	—	—	Grand st. & Newtown (W'g)	172,000	170,0 0	38,000	5,000	74,420	18,793	9½	100	....
30 Sep. '67	3.00	—	—	—	—	Genesee & Water st. (Syr.)	42,194	42,500	—	—	8,765	419	—	100	....
30 Sep. '67	8.36	—	—	—	—	Greenpoint & Williamsb'rg	144,000	44,390	100,000	3,200	—	—	—	100	....
30 Sep. '67	10.00	—	—	21	3	Harlem Br., Moris'a & Ford'm	227,400	95,900	124,000	7,500	68,603	4,578	—	100	....
30 Sep. '67	3.56	—	—	—	—	Kingston and Rondout	78,510	75,000	—	—	27,600	1,520	—	100	....
30 Sep. '67	7.00	—	—	17	—	Metropolitan (Brooklyn)	361,500	191,500	184,000	4,000	24,961	4,000	—	100	....
30 Sep. '67	12.20	—	—	38	—	Ninth Avenue	466,295	797,320	167,000	—	92,671	16,881	—	100	....
30 Sep. '67	6.76	—	—	—	—	Niagara street (Buffalo)	118,083	80,000	40,000	1,247	66,870	3,345	—	100	....
30 Sep. '67	10.00	—	—	41	—	Rochester City & Brighton	286,061	133,400	100,000	13,000	48,259	1,501	—	100	....
30 Sep. '67	16.00	—	—	—	—	Second Avenue (N. Y.)	1,416,512	800,000	700,000	137,690	458,945	9,470	—	100	46½
30 Sep. '67	8.37	—	—	81	—	Sixth Avenue (N. Y.)	1,571,214	750,000	186,000	—	563,166	73,564	10	100	....
30 Sep. '67	5.33	—	—	—	—	Skaneateles	88,878	67,780	20,000	—	—	—	—	100	....
30 Sep. '67	2.07	—	—	—	—	Syracuse and Geddes	25,038	25,000	25,000	—	13,075	5,046	20	100	....
30 Sep. '67	4.37	—	—	—	—	Syracuse and Onondaga	31,000	31,000	—	—	6,596	1,176	5	100	....
30 Sep. '67	19.00	—	—	180	--	Third Avenue (N. Y.)	2,453,404	1,170,000	1,280000	50 000	1,184945	224,222	12	100	180
30 Sep. '67	3.33	—	—	—	—	Troy and Albra	71,952	44,150	19,000	11 232	12,440	2,140	—	100	....
30 Sep. '67	15.50	—	—	—	—	Utica and Waterville	301,268	121,172	196,500	1,200	75,175	14,707	—	100	....
30 Sep. '67	4.25	—	—	4	—	V. Brunt st & Erie Basin (Bk'n)	87,000	75,000	12,000	1,534	17,395	2,267	—	100	....
30 Sep. '67	15 52	—	—	—	—	Westervliet (Albany)	294,388	240,000	134,000	2,700	104,223	14,721	9	100	....
						NEW JERSEY.									
31 Dec. '62	5.32	—	—	7	--	Hoboken and Hudson City	32,000	30,000	—	2,000	....	....	—	....	—
31 Dec. '62	5.05	2.50	—	8	--	Hoboken and Weehawken	134,400	70,000	60,000	—	17,228	9,986	3	....	....
31 Dec. '62	10.47	—	—	—	--	Jersey City & Bergen Point	....	....	....	....	....	....	....	....	....
31 Dec. '66	17.00	—	150	22	--	Orange and Newark	618,296	287,550	300,000	30,750	124,679	30,566	—	50	....
31 Dec. '62	5.80	—	—	8	--	West Hoboken & Hoboken	100,000	40,000	60,000	—	....	....	....	....	....
						PENNSYLVANIA.									
31 Oct. '67	9.23	—	137	26	4	Citizens' (Pittsburg)	230,480	166,000	56,300	7,700	144,008	53,180	24	50	....
31 Oct. '67	1.63	—	10	2	—	Easton & South Easton	22,422	24,500	500	—	4,971	428	2	25	....
31 Oct. '67	10.50	—	—	—	—	Frankfort and Philadelphia	138,267	99,635	50,000	11,664	15,786	loss.	—	50	....
31 Oct. '67	16.37	—	272	40	9	Frankford & Southw'k (Ph.)	766,491	491,650	200,000	—	295,142	56,995	6	50	33
31 Oct. '67	34.25	—	367	59	—	Germantown	542,270	112,245	350,000	20,000	284,514	63,582	26½	50	26
31 Oct. '67	5.40	—	120	25	—	Girard College (Phila.)	170,864	170,000	—	—	112,204	15,978	12½	50	24
31 Oct. '67	4.84	—	197	33	8	Green & Coates st. (Phila.)	234,463	150,000	100,000	—	170,439	9,604	10	50	31½
31 Oct. '67	2.00	—	18	5	1	Harrisburg City	57,948	41,995	9,750	2,248	9,777	loss.	—	25	....
31 Oct. '67	5.20	—	103	18	1	Lombard & South st. (Phil.)	162,957	90,000	60,200	7,900	66 529	13,046	—	25	14½
31 Oct. '67	7.25	—	82	13	—	Oakland (Pittsburg & E. L.)	—	59,500	57,718	880	49,980	loss.	—	50	....
31 Oct. '67	3.00	—	9	3	1	Peoples, Luzerne County	34,800	34,800	—	—	4,600	2,182	—	100	....
31 Oct. '67	7.08	....	277	45	2	Philadelphia City (C. & W.)	436,911	225,000	150,000	61,911	226,014	53,011	10	50	48
31 Oct. '67	5.61	—	50	10	4	Philadelphia and Darby	250,419	160,000	89,000	—	38,371	9,452	12½	20	12
31 Oct. '67	8.50	—	125	19	7	Philadelphia & Gray's Ferry	286,553	205,307	—	—	92,888	23,343	3	50	24½
31 Oct. '67	8.75	—	163	28	1	Pittsb., Allegheny & Manch'r	146,995	110,000	35,600	24,916	138,501	22,495	10	50	....
31 Oct. '67	3.90	—	71	12	2	Pittsburg and Birmingham	82,806	76,000	10,000	10,000	74,852	21,560	11½	50	....
31 Oct. '67	8.00	—	53	12	—	Ridge Avenue & Manyunk	179,635	120,500	63,300	—	40,799	6,725	2	50	....
31 Oct. '67	3.96	—	—	—	—	Schuylkill River (Phila.)	47,463	50,000	—	—	—	—	—	50	....
31 Oct. '67	19.50	—	489	72	4	Second & Third st. (Phila.)	487,936	339,007	114,200	68,088	408 156	105,448	18½	50	61
31 Oct. '67	5.62	—	100	13	4	17th & 19th st. (Phila.)	114,368	130,000	—	—	69,627	11,284	4½	50	13½
31 Oct. '67	7.00	—	104	32	2	10th & 11th st. (Citizens')	176,049	192,750	—	—	131,728	22,160	31½	50	70½
31 Oct. '67	6.25	—	145	28	4	13th & 15th st. (Phila.)	uncertain		—	—	208,984	84,648	—	50	15½
31 Oct. '67	25.00	—	529	70	13	Union (Philadelphia)	764,927	400,000	300,000	—	366,348	42,591	7½	50	42
31 Oct. '67	6.00	—	341	66	—	West Philadelphia	479,706	275,000	100,000	—	281,058	50,692	10	50	65
31 Oct. '67	4.13	—	13	4	1	Wilkesbarre and Kingston	70,285	49,800	—	8,500	12,119	7,423	—	50	....
31 Oct. '67	1.02	—	10	4	—	Williamsport	20,367	15,600	5,000	1,127	8,565	1,319	—	25	....
						MARYLAND.									
31 Dec. '62	21.00	....	340	50	—	Baltimore City	700,000	670,000	.....	31,540	239,059	21,058	—	—	18
						OHIO.									
31 Dec. '62	5.00	—	—	—	—	Cincinnati Street	151,913	150,000	.....	.....	.....	.....	....	....	....
31 Dec. '62	5.00	—	—	—	—	City (Cinc.) Passenger	111,412	100,000	.....	.....	.....	.....	....	....	....
31 Dec. '62	3.81	—	—	—	—	Passenger (Cinc.)	69,837	50,000	.....	.....	.....	.....	....	....	....

PASSENGER RAILROAD BONDS.

Description.	Amount outstanding.	Interest Rate.	Interest Payable.	Principal payable.	Market Price.
Broadway [Brooklyn]:	$	p c	Months.	Year.	p c
Real Estate Mortgage	27,500	7	J. & J.	Var.	....
Broadway & 7th Avenue:					
1st Mortgage	1,500,000	7	J. & D.	1884	....
Brooklyn, Bath & Coney Is'd					
1st Mortgage	80,000	7	J. & J.	1883	....
Brooklyn and Rockaway					
1st Mortgage	35,000	7	J. & J.	.....	....
Brooklyn Centr. & Jamaica:					
1st Mortgage	498,000	7	J. & D.	1870	....
Brooklyn City.					
1st Mortgage	170,000	7	J. & J.	1872	....
Brooklyn City & Newtown:					
1st Mortgage	200,000	7	J. & J.	1872	....
Brooklyn City & Ridgewood:					
1st Mortgage	20,000	7	J. & J.	1884	....
Cambridge:					
1st Mortgage	150,000	6	J. & J.	1883	89
Central Park, East & North River:					
1st Mortgage	550,000	7	J. & J.	1874	....
Citizens' Pittsburg]					
1st Mortgage	56,300	7	J. & J.	1870	....
Coney Island and Brooklyn:					
1st Mortgage	148,000	7	J. & J.	1873	....
Delaware County:					
1st Mortgage	6,500	7	.....	.....	....
Dorchester:					
Real Estate Mortgage	5,000	6	.....	.....	....
D. Dock, E, B'dw. & Battery:					
1st Mortgage	550,000	7	J. & J.	.....	....
Eight Avenue.					
1st Mortgage	160,000	7	J. & J.	.....	....
Forty-second street:					
1st Mortgage	127,150	7	J. & J.	1873	....
Real Estate	134,500	7	J. & J.	.....	....
Frankford and Southwark:					
1st Mortgage	200,000	7	J. & J.	1869	90
Frankfort and Philadelphia:					
1st Mortgage	50,000	7	.....	.....	....
Germantown:					
1st Mortgage	350,000	7	J. & J.	1869	....
Green and Coates St.:					
1st Mortgage	100,000	7	J. & J.	1870	98
Harlem Br. Moris'a & Ford'm					
1st Mortgage	124,000	7	J. & J.	.....	....
Hestonville Mantua & Fairmount:					
1st Mortgage	183,600	7	J. & J.	1869	....
Hoboken and Weehawken:					
1st Mortgage	60,000	7	M. & S.	1872	....
Lynn and Boston:					
1st Mortgage [road]	50,000	6	J. & J.	'71-'72	91½
Malden and Melrose:					
1st Mortgage guaranteed	58,727	6	.....	1880	91
Medford and Charlestown:					
1st Mort. [Winter St. Br.]	9,500	6	.....	.....	....
Middlesex:					
1st Mortgage	33,000	..	.....	.....	..
Malden & Melrose bonds	46,971	..	.....	.....	....
Real Estate	6,000	..	.....	.....	....
Ninth Avenue:					
1st Mortgage	112,000	7	.....	.....	....
North Philadelphia:					
1st Mortgage	100,000	7		1869	....
Orange and Newark:					
1st Mortgage Broad street	100,000	7	J. & J.	1881	....
" O. & Newark	100,000	7	J. & J.	1880	....
2d Mortgage "	100,000	7	J. & J.	1883	....
Philadelphia City:					
1st Mortgage	140,000	6	J. & J.	1879	85
Philadelphia and Darby:					
1st Mortgage	17,000	7	J. & J.	1870	....
Phila. and Gray's Ferry:					
1st Mortgage	15,500	7	J. & J.	1869	....
Pittsb., Allegh'y & Manch.:					
1st Mortgage	35,000	7	J. & J.	1871	....
Pittsburg & Birmingham:					
1st Mortgage	10,600	7	J. & J.	1870	....
Pittsburg & East Liberty:					
1st Mortgage	87,000	7	J. & J.	1871	....
Quincy.					
Plain bonds	58,400	..	M. & S.	1868	....
Richmond and Schuylkill:					
1st Mortgage	30,000	7	J. & J.	1870	....
Rochester City & Brighton					
1st Mortgage	100,000	7	J. & J.	.....	....
Second Avenue:					
1st Mortgage	520,000	7	J. & D.	1867	....
Second and Third Street:					
1st Mortgage	100,000	7	J. & J.	1868	99
2d Mortgage	114,200	7	J. & J.	1869	103
Third Avenue.					
1st Mortgage	1,000,000	7	J. & J.	1870	....
Real Estate bonds	480,000	..	.....	.....	....
Union:					
Real Estate Mortgage	300,000	6	J. & D.	1875	
Utica and Waterville:					
1st Mortgage	100,000	7	.....	.....	....
Van Brunt st & Erie Basin:					
1st Mortgage	12,000	7	J. & J.	.....	....
West Hoboken & Hoboken:					
1st Mortgage	60,000	7	M. & N.	1878	....
West Philadelphia:					
1st Mortgage	100,000	7	J. & J.	1869	....

PREFERRED & GUARANTEED STOCKS.

(Marked with an asterick (*) are guaranteed by lessees and thus (†) have equal dividends with lessees' stock.)

Companies.	Amount outstanding.	Div'ds Rate.	Div'ds Paid.	Market Price.
Railroad Stocks:				
Atlantic & Gt. West'n (O. D.,) pref.	$1,919,000	7	...	....
Atlantic and St. Lawrence* guar....	2,494,000	4	4	....
Baltimore and Ohio, pref.....	3,000,000	6	6	....
Berkshire,* guaranteed.....	600,000	7	7	....
Blossburg and Corning,* guar.....	250,000	5	5	....
Boston, Concord and Montreal, pref.	1,340,000	6	6	....
Buffalo, N. York and Erie,* guar....	950,000	7	7	....
Camden and Atlantic, pref.....	600,000	7	...	21
Catawissa,* pref. and guar.....	2,200,000	7	7	34
Cayuga and Susquehanna,* guar....	589,110	...	9	....
Cedar Rapids & Missouri,* preferred and guaranteed.....	755,000	7	...	....
Central Ohio, preferred.....	400,000	7	7	....
Chemung,* guar.....	380,000	8	6	....
Cheshire, preferred.....	2,017,815	7	3	68
Chicago and Alton, pref.....	2,425,400	7	10	155
Chicago, Iowa and Nebraska,* guar.	2,600,000	...	10	....
Chicago and Northwestern, pref....	14,780,125	7	10s	90⅞
Cleveland and Mahoning,* guar.....	2,056,000	7	7	....
Cleveland and Toledo,* † guar.....	6,250,000	...	3½	....
Cochecho, preferred.....	177,750	8	...	....
Connecticut and Passumpsic Rivers, preferred	1,822,100	6	6	89⅞
Cumberland Valley, 1st pref.....	241,900	8	8	....
" " 2d pref.....	242,000	8	8	....
Delaware,* guaranteed.....	594,261	6	6	....
Detroit & Milwaukee,* preferred and guaranteed.....	1,500,000	6	...	....
Dubuque and Sioux City,* preferred and guaranteed.....	1,988,170	7	7	95
Dubuque Southwestern, pref.....	330,308	7	7	....
Eastern (N. H.,)* guaranteed.....	492,500	8	8	....
Elmira, Jefferson and Canandaigua,* guaranteed.....	500,000	5	5	....
Elmira and Williamsport,* guar.....	500,000	5	5	....
Elmira and Williamsport,* preferred and guaranteed.....	500,000	7	7	40
Erie, preferred	8,536,910	7	7	70
Hannibal and St. Joseph, pref.....	5,253,836	...	...	89½
Harrisburg and Lancaster,* guar....	1,182,550	7	7	....
Housatonic, preferred	1,180,000	8	4	....
Huntingdon & Broad Top Mountain, preferred	190,750	7	3½	....
Joliet and Chicago,* guar.....	1,500,000	7	7	....
Joliet and Northern Indiana,* guar..	300,000	8	8	....
Lackawanna and Bloomsburg, pref..	500,000	7	...	....
Leeds and Farmington,* guar.....	.....	...	5	....
Little Schuylkill,* guar.....	2,646,100	7	7	....
Louisville, Cincinnati and Lexington preferred	211,122	9	9	....
Marietta and Cincinnati, 1st pref....	6,586,135	6	...	24
" " 2d pref....	4,051,744	6	...	9
Manchester and Lawrence*.....	1,000,000	...	9	....
Michigan Southern, guaranteed.....	586,800	10	10	....
Mill Creek and Mine Hill,* guar....	323,375	10	10	....
Milwaukee and P. du Chien. 1st pref.	3,214,250	8	8	....
" " 2d pref.	1,014,000	7	7	....
Milwaukee and St. Paul, preferred..	8,050,892	7	...	103
Mine Hill and Schuylkill Haven,* guaranteed	3,775,000	8	8	....
Mount Carbon & Pt. Carbon,* guar.	282,250	12	12	....
New Haven and Northampton*.....	1,344,000	...	2	....
New York and Harlem, pref.....	1,500,000	8	8	....
Niagara Br. and Canandaigua,* guar.	1,000,000	6	6	....
North Eastern (S. C.,) preferred.....	155,000	8	8	....
Ogdensburg and L. Champlain, pref.	1,037,000	8	8	101⅞
Ohio and Mississippi, pref.....	3,500,000	7	7	79
Paterson and Hudson,* guar.....	630,000	8	8	....
Paterson and Ramapo,* guar.....	248,000	...	5	....
Peoria and Bureau Valley,* guar....	1,200,000	...	6	....
Philadelphia and Erie,*	5,996,700	...	...	....
Philadelphia and Reading, pref.....	1,551,800	...	10	....
Philadelphia and Trenton,* † guar...	1,099,120	...	10	....
Pittsfield and North Adams,* guar..	450,000	6	6	....
Portl. & Kennebec (Yarmouth) guar.	202,400	6	6	....
Portland, Saco & Portsmouth,* guar.	1,500,000	6	6	....
Portsmouth and Concord*.....	350,000	7	7	....
Richmond, Fredericksb. & Potomac, guaranteed.....	142,900	7	7	....
Rochester and Genesee Valley*.....	557,560	...	7	....
Rutland, preferred.....	.....	7	7	80
St. Louis, Alton and T. H., pref.....	2,040,000	7	7	63½
Sandusky and Cincinnati, pref.....	445,596	6	6	....
Schuylkill Valley,* guar.....	576,050	5	5	....
Shamokin Valley & Pottsville,*guar.	869,450	5	5	....
Tol., Peoria & Warsaw (W. D.) pref.	1,300,000	7	...	....
" " " (E. D.) pref.	1,700,000	7	...	....
Toledo, Wabash and Western, pref.	1,000,000	7	7	76½
Troy and Greenbush,* guar.....	274,000	7	7	....
Vermont and Canada,* guar.....	2,500,000	8	8	....
Warren,* guar.....	1,408,300	7	7	....
White Mountains,* guar.....	200,000	5	5	....
Wrightsv., York & Gettysburg,* pref.	317,050	...	2	....
Canal Stocks:				
Delaware Division,* guar.....	1,633,350	8	8	....
Morris, preferred.....	1,175,000	10	10	71½
Schuylkill Navigation, pref.....	2,888,997	6	6	21¼
Union, preferred.....	.....	6	...	....
Miscellaneous Stocks:				
Cumberland Coal, pref.....	.....	6	...	36
Mariposa Mining, pref.....	5,774,400	7	7	21¾

WHOLESALE PRICE CURRENT.

IRON—Duty: Bars, 1 to 1½ cents per lb.; Railroad, 70 cents per 100 lb.; Boiler and Plate, 1½ cents per lb.; Sheet, Band, Hoop and Scroll, 1½ to 1¾ cents per lb.; Pig, $9 per ton; Polished, 3 cents per lb.

Pig, Scotch, No. 1.....per ton	41 50 @ 45 —
Pig, American, No. 1 (good to best).....	41 — @ 43 —
Pig, American, No. 2.....	37 — @ 39 —
Pig, American, Forge.....	34 — @ 38 —
Bar, Refined, English and American.....	90 — @ 92 50
Bar, Swedes, assorted sizes.....(gold)	87 50 @ 90 —
	Store Prices.
Bar, Swedes, ordinary sizes	— — @155 —
Bar, English and American, Refined.....	— — @100 —
Bar, English and American, Common....	— — @ 90 —
Scroll.....	130 — @175 —
Ovals and Half-round.....	125 — @155 —
Band.....	130 — @ — —
Horse Shoe.....	130 — @ — —
Rods, ⅜@3-16 inch.....	105 — @165 —
Hoop	135 — @190 —
Nail Rod .....per lb.	— 9½@ — 10½
Sheet, Russia, assorted No.'s.....(gold)	— 12½@ — 13½
Sheet, Single D. and T. Common	— 5¾@ — 6½
Rails, English.....(gold).....per ton.	51 — @ 52 —
Rail, American.....	80 — @ 81 —
Anvils, Eagle.....per lb.	— 9¾@ — —

STEEL—Duty: Bars and Ingots, valued at 7 cents per lb., or under, 2½ cents; over 7 cents and not above 11, 3 cents per lb.; over 11 cents, 2½ cents per lb., and 10 per cent. ad val. (Store prices.)

English, Cast..(2d and 1st quality).per lb.	— 18 @ — 23
English Spring (2d and 1st quality).....	— 10 @ — 12½
English Blister (2d and 1st quality).....	— 11½@ — 20
English Machinery.....	— 13½@ — 16
English German (2d and 1st quality).....	— 14 @ — 16
American Blister "Black Diamond".....	— 10½@ — 16
American, Cast, Tool, do.	— 19 @ — —
American, Spring, do.	— 10 @ — 13
American Machinery do.	— — @ — 13
American German do.	— 10 @ — 13

COPPER—Duty: Pig, Bar and Ingot, 2½; old Copper 2 cents per lb.; Manufactured, 35 per cent. ad val.; Sheathing Copper and Yellow Metal, in Sheets, 20 inches long, and 14 inches wide, weighing 14@34 oz. per square foot, 3 cents per lb. All Cash.

Sheathing, New .....per lb.	— — @ — 33
Bolts.....	— 33 @ — —
Braziers'.....	— 33 @ — —
Nails	— — @ — 42
Sheathing, &c., Old.....	— 20 @ — 21
Sheathing, Yellow Metal.....	— 26 @ — —
Bolts, Yellow Metal.....	— — @ — 26
American Ingot.....	— 23 @ — 23½

TIN—Duty: Pig, Bars and Block, 15 per cent. ad val.; Plate and Sheets and Terne Plates, 25 per cent. ad val.

Banca .....(gold).per lb.	— — @ — 27½
Straits.....(gold).	— 23⅞@ — 24
English .....(gold).	— — @ — 24

Plates—Fair to good brands.	Gold.	Currency.
I. C. Charcoal....per box.	8 25 @ 8 50	11 50 @ 11 75
I. C. Coke.....	7 — @ 7 62½	9 50 @ 10 75
Coke Terne.....	6 12½@ 6 25	8 75 @ 9 —
Charcoal Terne.....	7 75 @ 8 —	11 — @ 11 50

PETROLEUM—Duty: Crude, 20 cents; Refined 40 cents per gallon.

Crude, 40 @ 47 gravity (in bulk)..per gall.	— 15½@ — —
Crude, 40 @ 47 gravity (in shipping order)	— — @ — 21
Refined, in bond, prime L. S. to W. (110 @ 115 test)	— 28 @ — —
Refined, Standard White (in ship'g order).	— 29½@ — —
Refined, prime White (in shipping order).	— — @ — 31
Refined, S. W. (in merchantable order)....	— — @ — 29
Naptha, Refined, (60 @ 63 gravity).....	— 14 @ — —
Residuum.....per bbl.	— — @ 3 80

GLASS.—Duty: Cylinder or Window Polished Plate, not over 10 by 15 inches, 2½ cents per sq. foot; larger and not over 16 by 24 inches, 4 cents per sq. foot; larger and not over 24 by 30 inches, 8 cents per sq. foot; above that, and not exceeding 24 by 60 inches, 20 cents per sq. foot; all above that, 40 cents per sq. foot; on unpolished Cylinder, Crown and Common Window, not exceeding 10 by 15 inches square, 1½; over that, and not over 16 by 24, 2; over that, and not over 26 by 30, 2½; all over that, 3 cents per lb.

American Window—1st, 2d, 3d & 4th qualities.	New List.
6 by 8 to 7 by 9.....per 50 feet.	7 75 @ 6 —
8 by 10 to 10 by 15	8 25 @ 6 50
11 by 14 to 12 by 18	9 75 @ 7 —
14 by 16 to 16 by 24	10 50 @ 7 50
18 by 22 to 18 by 30	12 25 @ 8 —
20 by 30 to 24 by 30	15 — @ 9 —
24 by 31 to 24 by 36	16 50 @10 —
25 by 36 to 30 by 44	17 50 @12 50
30 by 46 to 32 by 48	20 — @13 50
32 by 50 to 32 by 56	22 — @14 50
Above	25 — @16 —

(The above subject to a discount of 45@50 per cent.)

French Window—1st, 2d, 3d and 4th qualities. (Single Thick.)	(New List, March 11th.)
6 by 8 to 8 by 10.....per 50 feet.	8 50 @ 6 25
8 by 11 to 10 by 15	9 — @ 6 75
11 by 14 to 12 by 18	10 — @ 7 50
13 by 18 to 16 by 24	11 — @ 8 —
18 by 22 to 18 by 30	13 50 @ 9 —
20 by 30 to 24 by 30	16 50 @10 —
24 by 32 to 24 by 36	18 — @12 —
25 by 36 to 26 by 40 ....(3 qlts.).....	20 — @16 —
28 by 40 to 30 by 48 ....(3 qlts.).....	22 — @18 —
30 by 50 to 32 by 56 ....(3 qlts.).....	24 — @20 —
32 by 58 to 34 by 60 ....(3 qlts.).....	27 — @23 —

(Subject to a discount of 45@50 per cent.)
English sells at 35 per cent. off the above rates.

New York Stock Exchange.

Actual Sale Prices for the week ending Oct. 21.

	Th.15.	F.16.	Sat.17.	M.19.	Tu.20.	W.21
Atlantic M. S. S. Co.....	....	....	....	....	....	....
Boston, Hartford & Erie 27¾	....	....	....	....	....	....
California 7s (gold).....131½	....	....	....	....	....	....
Canton Co..... 49⅞	50	51½	51	50	49½
Central of N. Jersey...120	....	121	121½	121½	121½
Chicago & Alton.....	154¾	154	155½	....	....
.. pref.... ...155	....	....	....	....	....
.. 1 M..... .101	....	....	....	....	....
.. S. F.....	....	....	....	....	....
.. Inc. bds.....	....	....	....	....	....
Chicago, Burl. & Q.....171	....	....	....	....	....
.. 8s, 1883	....	....	....	....	....
Chi. & Gt.Eastern 1st m. 77	....	....	....	....	....
Chic. & Northwestern . 96⅞	97	97¾	96½	93½	90
.. pref..... 97	97½	98½	96¾	94¼	90½
.. 1st M.....	91¼	....	91½	....	....
.. Interest.....	....	....	....	....	....
.. S. F.....	....	....	....	....	....
.. Consol..... 98½	....	99½	....	98	98
Chic., Rock Isl. & Pac..108¼	108½	109¼	108	106¾	105⅞
Chicago & R. I. 7s, 1870.....	....	....	....	....	....
Chi., R. I. & Pa. 7s, 1896....	....	95	....	....	95
Clev., C., C. and Ind.... 79	....	....	79	....	....
Clev. and Pittsburg..... 91	90¼	91¼	90½	88⅝	88
.. 2 M.....	....	....	....	....	....
.. 3 M.....	....	....	....	....	....
.. 4 M.....	....	....	....	....	77½
.. Con.....	....	....	....	....	....
Clev. and Toledo.....104½	105	106½	104¾	104¼	103⅜
.. S. F. 7s.....	....	....	....	....	....
Clev., Painesv. & Ash.. 99½	100	102	102½	101	....
Col., C. & Ind. C.....	....	....	....	....	....
.. 1 M.....	76¾	76¾	76¾	....	76½
Cumberland Coal pref.. 35	35½	....	36	35½	36
Del. & Hudson Canal...129½	129½	130	130½	130	130¼
Del., Lack. & Western.129	130	....	....	132	....
.. 1 M. 7s.....	98½	....	....	....	98½
.. 2 M. 7s..... 96	....	....	....	....	....
Erie Railway..... 49⅞	49	49⅞	48½	47¼	46¾
.. pref..... 70	....	....	....	....	70
.. 1 M. 7s, 1867.....	....	....	....	....	....
.. 2 M. 7s, 1879.....	....	102	....	....	....
.. 3 M. 7s, 1883.....	....	....	....	....	94¼
.. 4 M. 7s, 1880.....	....	....	....	....	....
.. 5 M. 7s, 1888.....	....	....	....	....	....
Great Western 2d mort. 81½	82	82	....	....	81½
Hudson River 135½	135	....	....	135½	....
.. 1 M. 7s, 1869.....	....	....	....	105¼	....
.. 2 M. S. F.....	....	....	....	....	....
.. 3 M. 7s, 1875.....	....	....	....	....	....
Illinois Central 145	145	145¼	145¼	....	144¾
.. bonds	....	....	....	....	....
Marietta & Cin. 1st pref.....	....	....	....	....	....
.. 2d pref.....	....	....	....	....	....
Michigan Central.....	....	....	....	....	....
.. S. F. 8s, 1882.....	....	....	....	....	....
.. conv. 8s, '69.....	....	....	....	....	....
M. S. and N. I..... 87⅝	90¼	90¾	89⅞	88	86¾
.. 1 M. S. F.....	....	....	....	....	....
.. 2 M.....	....	94	....	....	....
Mil. and P. du Chien.....	....	....	....	....	....
.. 1st pref.....	....	....	....	....	....
.. 2d pref.....	....	....	....	....	....
.. 1st M.....	....	....	....	....	....
Milw. and St. Paul.....104	107	111	109½	105	102
.. pref.....106	108	110	109	104	102½
.. 1st mort.....	....	....	....	....	....
.. 2d mort.....	....	....	....	....	90
.. 8s.....	103	103	103½	....	103½
.. 7 3-10s con.. 98	98⅜	....	100	....	....
Missouri 6s	92	91½	92	92	92½
.. H. & St. J. iss.....	....	....	92	....	....
Morris and Essex.....	....	....	....	....	....
.. 1st mort.....	....	....	....	....	100
.. 2d mort.... 88	....	88	....	....	89
N. Jersey R.R. & T. Co.....	....	....	....	....	....
New York Central.....129⅜	129	129¼	128⅝	127⅞	126⅜
.. 7s, S.F. 1876.....	....	....	....	....	....
.. 7s, conv. '76.....	....	....	....	....	....
.. 6s, S.F. 1883 95	95	....	....	....	....
.. 6s, S.F. 1887.....	....	....	....	....	....
N. York and Harlem.....	....	....	....	....	....
.. pref.....	....	....	....	....	....
.. 1 M. 7s, 1873.....	....	....	....	....	....
N. Y. and N. Haven	....	....	....	....	....
N. Carolina 6s 68½	67¾	68⅝	69	68	66¾
.. new 67	66⅝	67½	65¾	67⅞	65½
Ohio and Miss..... 32	31⅝	32	29¾	31¼	30½
.. pref.....	....	....	....	79	....
.. 1st M.....	....	....	....	....	....
Pacific Mail S. S. Co....126	129	128⅞	128½	127½	126¾
Panama	....	....	....	345	340
Phila. and Reading..... 97¾	97¾	99¼	100¼	98⅞	97½
Pitts., Ft. W. & Chicago.113	114¾	117¾	116	115⅝	113
.. 1 M.....	....	....	....	....	....
.. 2 M.....	....	....	....	99½	....
.. 3 M..... 93	....	93	....	93¼	....
Quicksilver Mining Co.. 26	26	26	26	25⅝	24¾
St. L., Alton & T. H.... 44	45	....	....	....	....
.. pref.....	....	....	....	....	....
.. 1 M.....	94	....	....	....	....
.. 2 M. pref.....	....	....	....	....	....
.. Income bds 84	....	....	....	....	....
Tennessee 6s..... 68½	70½	71	73	71½	70½
.. new..... 69	69⅞	73	73½	72	70
Tol., Wab. & Western.. 63¾	64	67	67	64½	63½
.. pref.....	....	....	....	76½	....
.. 1 M. ex.....	....	....	....	....	....
.. 2 M..... 85	85	....	....	85	....
.. Equipment.....	....	....	....	....	....
Virginia 6s, ex-coupon.. 57½	57½	58	57	56	....
.. new 59¾	59	59¾	59	....	55½

New York Stock Exchange.

Actual Sale Prices for the week ending Oct. 21.

	Th.15.	F.16.	Sat.17.	M.19.	Tu.20.	W.21
FEDERAL STOCKS:—						
U. S. 5s, 1871, reg	....	....	....	....	....	....
U. S. 5s, 1871, coup	....	....	....	....	....	....
U. S. 5s, 1874, reg	....	....	....	....	....	....
U. S. 5s, 1874, coup	114⅛	....	....	....	....	....
U. S. 5s, 10-40s, coup	105½	106	106¼	106½	....	105½
U. S. 5s, 10-40s, reg	....	104½	104½	....	....	....
U. S. 6s, 1881, reg	114	114½	....	115	....	....
U. S. 6s, 1881, coup	115½	115½	115¾	116¼	116¾	115⅞
U. S. 6s, '81, O.W.L.y	....	....	....	....	....	....
U. S. 6s, 1881, ½y	....	....	....	....	....	....
U. S. 6s, 5-20s, reg. '62	105¾	106	106¼	107	....	106⅝
U. S. 6s, 5-20s, c. 1862	113⅝	113¾	114⅜	115	114¾	113⅝
U. S. 6s, 5-20s, reg. '64	....	106	....	....	....	106½
U. S. 6s, 5-20s, c. 1864	111½	111½	112¼	112½	112¼	111¾
U. S. 6s, 5-20s, reg. '65	....	....	....	106⅝	....	106⅝
U. S. 6s, 5-20s, c. 1865	111⅝	111⅝	112¼	112½	112½	112
U. S. 6s, 5-20s, r. n. '65	....	....	....	....	....	....
U. S. 6s, 5-20s, c. n. '65	109½	109⅞	110⅜	111¼	111½	110¼
U. S. 6s, 5-20s, reg. '67	....	....	....	....	....	....
U. S. 6s, 5-20s, c. 1867	109¾	110½	111	112½	111½	110½
U. S. 6s, 5-20s, reg. '68	....	....	....	....	112	....
U. S. 6s, 5-20s, c. '68	110½	111¼	111¼	112¼	111⅝	110¼
U. S. 6s, Pac.R.R.issue	99½	99½	....	100	....	....

Philadelphia Stock Exchange.

Actual Sale Prices for the week ending Oct. 20.

	W.14.	Th.15.	F.16.	Sat.17.	M.19.	Tu.20
Catawissa	....	....	....	....	....	....
.. preferred	....	....	34¾	34⅝	34⅝	....
Camden and Amboy	128½	128½	....	129½	130	....
.. 6s, 1870	....	....	....	....	....	....
.. 6s, 1875	....	....	....	....	....	....
.. 6s, 1883	....	....	....	....	....	88
.. 6s, 1889	88	....	....	88	....	....
.. mort. 6s, '89	97	....	97½	....	97	97½
Elmira & Williamsport	....	....	30	....	....	....
.. pref	....	....	....	40	....	....
.. 7s	....	....	....	....	....	....
Lehigh Navigation	26¾	27¼	27¼	27⅜	27	27
.. 6s, 1884	85½	....	85½	85½	85¾	....
.. Gold L	93	93½	93⅝	94	94	94¾
.. R. R. L	....	....	....	....	....	....
Lehigh Valley R. R	54⅞	55	55	55	55¼	55¼
.. 6s new	....	96	96	96	....	96¾
Little Schuylkill R.R	45	....	....	....	....	....
.. 7s	....	....	....	....	....	....
Minehill	57½	....	....	58	57¾	57¾
Morris Canal	....	....	....	....	....	....
.. pref	....	....	....	....	....	....
.. 6s, 1876	....	....	....	....	....	....
North Pennsylvania	....	....	....	....	....	35⅝
.. 6s, 1880	92	92½	....	....	....	....
.. 7s	....	....	....	....	....	....
.. 10s, 1887	....	....	....	....	....	....
Northern Central	49	49¼	....	49	....	....
Pennsylvania R. R	56⅞	56½	56⅝	56¾	56⅝	56⅝
.. 1st M	100¾	....	....	....	....	....
.. 2d M	95¾	....	96¼	....	....	96⅜
Penn. State, 6s, 1st series	105½	105½	105½	....	....	105½
.. 6s, 2d series	106½	....	....	....	106½	....
.. 6s, 3d series	108½	108½	....	....	108½	....
.. 6s, W. L	....	....	....	....	....	....
Philadelphia City, 6s	....	....	....	....	....	....
.. new	103	103	103⅜	103⅜	103¾	103¾
Philad., Germ. & Nor	....	....	....	....	67½	67¾
Phila. & Reading	48⅝	48⅞	49	49⅜	49¼	49½
.. 6s, 1870	....	....	....	....	....	....
Philadelphia and Erie	26¾	26¾	27	27½	26½	27
.. 6s	....	....	....	....	....	89¾
Schuylkill Navigation	....	....	....	....	....	....
.. pref	21¼	....	21	21½	21⅜	21½
.. 6s, 1882	....	....	....	....	71	....
.. 6s, 1876	....	....	....	....	67	....
.. 6s, 1872	86½	....	....	....	....	....
Susq. Canal	....	....	....	....	....	13
.. 6s, 1878	....	....	....	....	....	....
Union Canal, pref	....	....	....	....	....	....
.. 6s, 1878	....	....	....	14¾	....	....
Wyoming Valley Canal	30	....	30	30	....	....
.. bonds	....	....	....	....	....	....
Hestonville, (Horse)	....	....	....	....	....	10½
Chestnut & Wal.	....	....	....	....	....	....
Green & Coates	....	....	....	....	....	....
2d and 3d streets	51	51	51	51	....	....
Spruce and Pine	....	....	....	....	....	....
13th and 15th sts.	....	....	....	....	....	....

Baltimore Stock Exchange.

Actual Sale Prices for the week ending Oct. 20.

	W.14.	Th.15.	F.16.	Sat.17.	M.19.	Tu.20
Baltimore City 6s, 1875	....	....	95½	....	....	95½
.. 1886	....	....	96½	96¼	....	96½
.. 1890	95¾	96	95¾	....	95½	95¾
.. 1893	....	....	....	....	....	....
Balt and Ohio	123⅛	123	123¼	....	....	....
.. bonds, 1875	....	....	....	96	....	....
.. .. 1880	....	....	....	....	....	....
.. .. 1885	95	....	95	....	....	....
Marietta & Cin. 1st M	91½	....	....	....	....	91½
.. 2d M	....	78	78½	78⅜	....	78⅜
Northern Central	49	49	49¼	....	....	49¼
.. bonds, 1885	....	....	....	....	....	....
.. .. 1900	....	....	....	....	....	....
N. W. Va. 1st mort	....	....	....	....	....	....
.. 2d mort	....	....	....	....	....	....
.. 3d mort	....	....	....	....	....	....
City Passenger R. R	....	....	....	....	....	....

Boston Stock Exchange.

Actual Sale Prices for the week ending Oct. 21.

	Th.15.	F.16.	Sat.17.	M.19.	Tu.20.	W.21
Boston and Albany	....	148¾	148	148¼	....	
Boston and Lowell	....	....	....	....	....	
Boston and Maine	134	134½	134½	....	134½	
Boston and Providence	134	134½	134½	....	134½	
Boston, Hartford & Erie	28	27⅛	27⅛	27⅛	27⅛	27⅛
.. 7s, new	65	66	66½	67½	67	67½
Cheshire, pref	....	....	....	....	68	68
Concord	....	....	....	....	....	....
Connecticut River	....	134½	....	....	133½	
Eastern	....	....	119½	....	118	
Fitchburg	132	....	....	....	....	....
Manchester & Lawr'ce	....	....	....	....	....	....
Michigan Central	118¾	119	119	....	....	....
Northern, N. H	....	....	....	....	....	....
Ogdens. & Lake Champ	71½	71½	71½	....	71½	71½
.. pref	102	102	....	102	101⅛	
Old Colony & Newport	96¾	96½	96½	....	96¾	97¾
Ph., Wil. & Baltimore	56	55½	....	....	56	56
Portl'd, Saco & Ports	103	....	....	....	....	103½
Vermont & Canada	....	....	103	....	....	103½
Vermont & Mass	....	....	....	....	....	64
Vt.C. & Vt. & C. Eq. 8s	103	....	....	....	....	....
Broadway (Horse)	....	....	....	....	....	....
Cambridge	98	....	....	....	....	....
Metropolitan	....	64⅝	....	....	....	65
Middlesex	....	....	58	58	57	
Central Mining Co	....	....	30	....	....	....
Copper Falls	....	....	....	....	....	....
Franklin	14½	....	14½	....	....	....
Huron	....	....	....	....	....	....
Isle Royale	....	....	....	....	....	....
National	....	....	....	....	....	....
Minnesota	....	....	....	....	....	....
Pewabic	7¾	7¾	....	....	....	7¾
Pittsburg	....	....	....	....	....	....
Quincy	....	....	....	....	....	....
Rockland	....	....	....	....	....	....

London Stock Exchange.

	Closing Prices. Oct. 9.	Oct. 2.
United States, 5-20 years, 6 pr ct. 1882	74 — 74½	73⅞ — 74½
Do. do. do. 1885	72½ — 72¾	72½ — 72¾
Do. do. do. 1874	75 — 80	75 — 80
Virginia State, 5 per cent	40 — 50	52 — 53
Do. 6 per cent	32 — 35	32 — 35
Atl. & Gt. West. N. Y. sec. 7 per ct. 1st mort., 1880	65 — 70	65 — 70
Do. do., 2d mort., 1881	60 — 65	60 — 65
Do. Penn., 1st mort., 1877	65 — 70	65 — 70
Do. do., 2d mort., 1882	58 — 62	58 — 62
Do. Consol. 7 per cent. mort. bonds £100 paid, 1890	38 — 39	40 — 41
Detroit and Milwaukee 1st mort. b'ds	59 — 61	59 — 61
Erie shares 100 dol. all paid	32 — 33	32½ — 32¾
Do. sterlg. 6 p. c. convertible bonds	70 — 72	70 — 72
Illinois Central, 6 per cent., 1875	— — —	90 — 92
Do. 7 per cent., 1875	76 — 78	74 — 76
Do. 100 dol. shares, all paid	95 — 96	96¾ — 97½
Marietta and Cin. R. R. bonds 7 p. c.	72 — 74	71 — 72
Penn. R. R. bonds, 2d mort. 6 per ct.	94 — 98	94 — 93

American Railroad Journal.

Saturday, October 24, 1868.

Stock Exchange and Money Market.

The Money Market was comparatively well supplied and quite easy up to Tuesday of the current week; when, through the manipulations of certain street speculators, chiefly at the Stock Boards, the available supply was very seriously—though but temporarily—diminished, and the price of call aid was advanced quite suddenly to full seven per cent. to the most unexceptionable borrowers. On Wednesday the pressure, from artificial causes, was most severely felt. Seven per cent. was the minimum rate to the more prominent street houses, several needy parties were compelled to pay the full legal figure and a commission in addition, in gold, to obtain the requisite help. A few of the city banks were charged with having lent themselves to further the movement against ease in Money, and buoyancy in financial and commercial values. The discount market was close and tame. The choicest grades of paper only were in request at 7@7½ per cent. per annum. The U. S. Treasury was augmenting its balances up to and including last Saturday; but has since been disbursing considerably more money than it has been receiving. The city banks this week report a loss of $1,378,229 of legal tender notes, $159,477 of specie, and $173,411 of deposits, with a reduction of $951,447 in the loan averages, and an increase of $25,815 in the circulation. The bank clearances this week have been $541,310,625 and the business, $21,745,212.

The specie reserve of the city banks is now $9,186,620, against $7,319,010 same time last year. The city bank deposits are now $188 880,586, against $173,438,375 week ending Oct. 12, 1867. The legal tender reserve amounts to $58,626,857, against $54,345,832 same time last year. The circulation now stands at $34,213,918, against $34,057,450 same time last year. The loans are now $264,344,135, against $247,553,911 at this date last year. The Bank Exchanges at the Clearing House through the past week, averaged $105,919,409 a day, against a daily average of $109,659,692 the preceding week, and $124 6 0,000 the week ending with Oct. 1, 1868. The current week's exchanges average about $145,000,000 a day. The city banks, last week, lost $159,447 of specie, $173,411 of deposits, and $1,378,229 of legal tender notes. They reduced their loans, $951,447; and increased their circulation, $25,815.

The New York Gold Exchange Bank reports for the week ending Saturday, the 18 day of October, 1868, the average amount of loans and discounts as $1,437,422; average amount of specie, $405,771; average amount of deposits, $1,322,364.

The Philadelphia Bank movement the past week shows an increase in loans of $27,281; an increase of $39,316 in specie; a decrease in legal tenders of $260,212; a decrease of $365,837 in deposits; and an increase of $3,187 in circulation. The Bank Clearings show a decrease of $3,123,204, and the balances an increase of $114,952.

The outstanding amount of coin certificates on the 1st of Oct., was $20,236,400, against $25,161,620 on the 1st of Sept., 1868. The Sub-Treasurer at this port issued, last week, coin certificates to the amount of $1,975,000, and retired $2,187,203 through the receipts for customs. The coin certificates issued by the Sub-Treasury office, during September, reached $1,963,300.

The U. S. Sub-Treasury receipts, week ending with Oct. 17, were $15,664,403, including $2,302 204 from customs duties; payments, $11,814,763, including $57,643 of coin interest; balance at the close of the week, $98,815,286, against $94,965,646, at the close of the preceding week, showing an increase of $3,849,641. The business of the Office during the first two days of the current week, was as follows: Receipts on Monday, $2,829,775 including $409,000 from customs; and payments, $3,604,593, including $9,100 of coin interest; on Tuesday, receipts, $1,620,305 including $455,000 from customs, and payments, $3,812,543, including $7,600 of coin interest. The balance at the close of business on Tuesday stood at $95,848,230, against $94,162,516, a week previous; and $94,198,577, on Sept. 30, 1868. The aggregate receipts of the office from all sources in September, were $54,298,704; aggregate payments, $47,354,171. The balance on the 1st of October was $94,499,990, or about 7 millions more than on the 1st of September, which amounted to $87,555,452.

National Bank notes to the amount of $111,810 were issued last week by the Treasury Department, making the total issue to 1,673 banks

thus far, amount to $310,243,806, against $282,-555,440 at the close of the fiscal year ending June 30, 1866. From the total issue is to be deducted the currency returned, including worn out notes, amounting to $10,317,301, leaving, with the existing 1,639 banks, (having an aggregate capital of $419,806,511,) an actual circulation at this date, of $299,926,505. The United States bonds held by Treasurer Spinner in trust for National Banks as security for circulating notes amount to $342 098,-200; and for the public deposits, $38,096,350—making a total of $380,194,550. The Treasury Department last week redeemed and destroyed $525,400 of worn and mutilated fractional currency, and issued $654,383 of new. The outstanding amount of fractional currency on the 1st of October, was $32,933,614, against $31.802,218 on the 1st of September; $31,867,818 on the 1st of August; $32,531,590 on the 1st of June, $32,450,-490 on the 1st of May, and $32,588,690 on the 1st of April, 1868.

Government revenues have been up in a full average, since our last. The excises, last week, yielded about 6¼ millions; customs at the port of New York, $2,302,204, and at the outports about $800,000 (in coin) more, making the grand total income for the week equal to about $10,515,-530 in currency. The total receipts of the National Treasury, from excises, during the fiscal year ending with June 30, 1868, were about $193,-000,000. The receipts from the same source, thus far in the current fiscal year, commencing with July 1, 1868, have been about $71,500,000.

Gold has been fairly active, during the week, but at a reduced range of prices, the extremes having been 138⅜@136⅛, and the closing figures on Wednesday 136⅜@136½. Government continued its daily sales of $300,000 in coin, all through the week, generally realizing a fraction more than the average of the Gold Exchange prices. But the new mode of selling gold, on Government securities, seems to benefit rather the speculative than the mercantile interest; and it appears that after the only six or seven days' practical trial of the new plan, a memorial has been put in circulation among the Importing and Exporting Houses of this City, addressed to the Secretary of the Treasury, in favor of a change in the system, which, it is believed, will be made after the ten days' sales of $300,000 per day, heretofore advertised, are over, that is by the end of the current week.

The total imports of specie at this port from Europe, and other foreign ports since Jan. 1, 1868, have been $6,184,768, against $2,632,511 same time last year. The customs demand for Gold last week, averaged $383,701 a day; thus far, this week, it has been equal to $432,-000 a day, or equal to a weekly aggregate of $2,592,000. The arrivals of specie from Europe, Havana and other foreign ports, during the week were $76,098 and from California, $263,501. The total customs revenue of the Government, in coin, at this port, since Jan. 1, 1868, has been $97,997,893, against $101,152,480 same time in 1867. The total receipts of California gold at this port, since Jan. 1, 1868, have been $32,115,-596, against $23,855,604 in 1867, showing an increase thus far in 1868, of $8,259,992. The exports of specie, from this port, last week, were $410,-313, against $119,982 same week last year; total, since Jan. 1, 1868, $66,840,470, against $43,-042,672 same time in 1867. Government disbursed last week through the U. S. Sub-Treasury here, on account of the coin interest on the public debt $57,643; since Jan. 1, 1868, $63,765,130, against $43,401,924. The specie exports from San Francisco, from Jan. 1, to Sept. 22, 1868, were $28,-245,532, against $30,971,689 same time last year.

Government received $6,514,247 from customs at the port of San Francisco, from Jan. 1, to Sept. 22, against $5,988,898 same time in the preceding year.

Foreign exchange has been quiet, but quoted firm, most of the week, though closing slightly in favor of buyers. Bankers' prime sixty day bills on London closed on Wednesday at 109¼ @109½, and on Paris to 5.20c.@5.16¼; sight bills on London to 109¾@110, and on Paris to 5.14¾c.@5.13. The offering of produce bills has been more liberal this week. The week's exports of domestic produce and miscellaneous goods from this port have been to the currency value of $3,351,454, against $4,355,743, same week last year; total, since Jan. 1, 1868, $132,159,391, against $147,264,935 in 1867.

Government securities were quite brisk and buoyant up to Tuesday. On Tuesday, the public funds were in less active request, and, under the hammering of a few operators, partly in the interest of stock speculators, prices were suddenly beaten down ¾@1¼ per cent. The offerings of bonds were not very large at the reduced figures; and it was inferred that the bears did not feel over confident of the final success of their movements, which received no countenance whatsoever from any of the prominent dealers in the public funds, all of whom unqualifiedly denounced the manipulation as originating in the most discreditable motives, and aiming at the most reprehensible results, as against the public credit. The later dealings on Wednesday showed reviving firmness and buoyancy, despite the activity in money.

U. S. sixes of 1881 closed here on Wednesday at 115¾@116; U. S. Five-twenties of 1862, 113⅜@113½; U.S. Five twenties of 1864 at 111½ @111¾; U. S. Five-twenties of 1865 at 111¼@ 111½; U. S. Five-twenties of 1865, consolidated, 110⅛@110⅜; U. S. Five-twenties of 1867, 110¼ @110½; U. S. Five-twenties of 1868, 110⅝@ 110⅞; U. S. Ten-forties at 105⅞@106; U. S. Six per cent. currency bonds, 98¾@99½.

The latest quotations at the London Stock Exchange compare as follows with former returns:

	Oct. 7.	Oct. 14.	Oct. 21.
Consols	94½	94⅞	94¾
U. S. 5-20's of 1862	74	74⅛	72⅞
Erie	31¾	31¾	31¼
Ill. Central	95½	95¼	96½

Railway and miscellaneous share property has been more actively dealt in, opening at rapidly advancing prices, but under the extreme pressure in the money line on Tuesday and Wednesday, closing at much reduced and irregular figures.

The produce markets have been less active, since our last, though prices of the leading articles have favored buyers. Middling upland cotton closed heavily on Wednesday at 25@25¼ cents per lb. The stock of cotton now here is estimated at about 17,500 bales. The receipts at the port this week, have averaged about 4,000 bales a day. The receipts at all the ports, since Sept. 1, 1868, have been 185,000 bales, against 96,500 bales same time last year; exports, same time 48,500 bales, against 29,000 bales same time last year; stock on hand at latest dates, 110,-000 bales, against 107,500 bales same date last year. Total crops of 1867–'8, 2,430,893 bales; total receipts at ports year ending Sept. 1, 1868, 2,240,-282 bales; total exports thence, same time, 1,657,-015 bales. The exports of domestic cotton goods, since Jan. 1, have been 7,484 pkgs., against 6,604 pkgs., same time last year. At the Live Stock market, this week, Beeves have been in less demand at from 9@16½c. per lb.; week's receipts, 7,283. Veal calves have been in good request at from 8½@13c. per lb.; receipts, 1,347. Sheep and lambs less active and cheaper, at from 4@6c., and 5½@7½c. per lb., respectively; receipts, 47,-815. Swine fairly active but quoted weak at 8¾ @9¾c. per lb., all live weight; receipts, 29,155. Foreign goods have been in moderate request. The total imports of foreign dry goods, last week, were $1,577,323, and the total amount marketed $1,-466,138. The value of foreign merchandise imported last week, was $3,794,136—making the grand total specie value of last week's imports of dry goods and merchandise, equal to $5,371.459, against $5,281,277 same week last year; from Jan. 1, 1868, $205,318,573, against $215,971,965 same time in 1867. The freight market has been less active, and heavy. For Liverpool we quote flour at 2s. by sail, and 2s. 3d.@2s. 1d. by steamer, per bbl.; grain at 6½d. by sail, and 7@7¼d. by steamer, per bushel; cotton at ¼@$\frac{5}{16}$d. by sail, and ⅜@½d. by steamer, per lb.; and heavy goods 20s.@30s. by sail, and 25s.@40s. steamer, per ton. Total number of vessels in port on Wednesday, 576.

The New York exports, exclusive of specie, for the week ending Oct. 20, and since the beginning of the year, compare as follows:

	1867.	1868.
For the week	$4,355,743	$3,351,454
Prev. reported	142,909,242	128,807,937
Since January 1	$147,264,985	$132,159,391

The imports for the week ending October 17, and since the beginning of the year, have been as follows:

	1867.	1868.
Dry goods	$1,451,270	$1,577,323
Gen. merchandise	3,830,007	3,794,136
Total for the week	$5,281,277	$5,371,459
Previously reported	198,228,013	197,685,206
Since January 1	$203,509,290	$203,056,665

The balance in the Sub-Treasury on Wednesday was $96,170,151.

The following quotations of sales of Railway and other securities are in addition to those given elsewhere in our columns:—

New York.—Central Railroad of New Jersey 2d mort., 103½; Toledo, Peoria and Warsaw 1st mort., E. D., 85½; do., W. D., 85; Buffalo, N. Y. and Erie 1st mort., 92; Milwaukee and St. Paul 1st mort., Iowa div., 96½; Toledo and Wabash Con. bonds, 79; Chicago and Gt. Eastern R. R., 40¼; Dubuque and Sioux City R. R., 109; do., pref., 95; Hannibal and St. Joseph, pref., 89½; Joliet and Chicago R. R., 96; Brooklyn 6s, W. L., 96½; Jersey City, W. L., 94; Georgia 6s, 81½; do., 7s, 92; Wells Fargo Exp. Co., 30½; Adams'

Express, 50; Merchants' Union Exp., 22½; Am. Exp., 46; U. S. Exp., 48¾; Mariposa Mining Co., 8; do., pref., 22⅛; do., 1st mort, new, 20; do., Tr. 10s, ctfs., 67; Brunswick City Land, 11; Spring Mt. Coal, 40; Western Union Telegraph, 36⅜; Bank of Commerce, 125; Bank State of New York, 121; Metropolitan Bank, 141; Fourth National Bank, 105⅝; Tenth National Bank, 100; Park Bank, 152; Central National Bank, 109½; Alameda Silver, 0.25; Buchanan Farm oil, 0.51 Consolidated Gregory Gold, 4.90; Davidson Copper, 0.60; Grass Valley, 0.43; La Crosse Gold, 0.23; Montana Gold, 0.65; National, oil, 3.50; Quartz Hill Gold, 1.00; Smith and Parmalee, 6.60; Wallkill Lead, 0.16.

Philadelphia.—Allegheny County 5s, 75½; West Jersey R. R. 6s, 93½; Phila. and Erie 7s, 80; Elmira and Williamsport 5s, 61; Phila. and Reading 7s, 1893, 103; Lehigh Coal and Nav. 6s, conv., 73; Chester Valley R. R. bonds, 51¼; Oil Creek and Allegheny R. R., 39½; Camden and Atlantic, 14; Girard College R. R., 24; Feeder Dam Oil, ½; Ocean Oil, ½; Locust Mt. Coal, 50; St. Nicholas, 1; Shamokin Coal, 7¼; Big Mt., 6⅛; N. Y. and Middle Coal Fields, 5⅛; Clinton, ¾; Fulton, 7; Green Mt., 5¼; New Creek, ¼; Curtin, 1½; Keystone Zinc, 1¼; Mechanics' Bank, 33½; Phila. Bank, 165. The latest quotations are: City 6s, 101@101¼; do., free of tax, 103@103⅝; State 5s, reg., 100@101; do., coupon, 98@99; do., 6s, W. L., 102⅜@102½; do., 1st series, 104½@105; do., 2d series, 106@106½; do., 3d series, 108@109; Reading, 48½@48⅝; do., 7s, 1893, 102@103; do., 6s, 1880, 92@92; Camden and Amboy, 129¾@130; do., mort. 6s, 1889, 97@97½; do., 1883, 88@88½; Penn. R. R., 56⅜@56½; do., 1st mort., 100½@100¾; do., 2d mort., 96½@97; Little Schuylkill R.R., 45½@47; Morris Canal, 30@34; do., pref., 71½@75; do., bonds, 84@87; Wyoming Valley Canal, 30@34; do., 6s, —@79½; Susquehanna Canal, 14½@15; do., 6s, 59@—; Sch. Nav., 10¼@11; do., pref., 21@21½; do., 6s, 1882, 71@72; Delaware Div. Canal, 45@50; do., bonds, 80@81; Elmira and Williamsport, 30@31; do., pref., 40@45; do., 7s, 1873, 94@94½; do., 5s, 60@62; Lehigh Coal and Navigation, 27@27⅛; do., 6s, 1884, 85¼@85½; do., R. R., Loan, 86@86; do., Gold Loan, 93⅞@94⅛; North Pennsylvania, 35¾@36; do., 6s, 92@93; Philadelphia and Erie, 26⅝@26⅞; do., 6s, 89½@90; Minehill, 57½@57¾; Catawissa, 9@10; do., pref., 33⅞@34; Lehigh Valley, 55¼@55½; do., 6s, new, 96@96½; Fifth and Sixth streets, (horse,) 36@36; Second and Third, 50½@51; West Philadelphia, 65@66; Spruce and Pine, 23@24; Green and Coates, 30@32½; Chestnut and Walnut, 47@50; Thirteenth and Fifteenth, 15@16; Girard College, 22@24; Tenth and Eleventh, 71@73; Union, 41@43; Hestonville, 10¼@11.

Boston.—Eastern R. R. 6s, 1874, 96; Central Pacific 7s, 1885, State Aid, gold, 111; do., 6s, gold, 90¾@100; Ogdensburg and Lake Champlain Equipment 8s, 1878, 102¼; Old Colony and Newport 6s, 1876, 96¼; Phila., Wil. and Balt. R. R. 6s, 1877, 96½; Vermont Central 1st mort. 7s, consol., 79½; do., 2d mort., 40; Union Pacific R. R. 6s, gold, 98; Michigan Central 8s, 1882, 115½; Stanstead, Shefford and Chambly 7s, scrip, 79; Summit Branch R. R., 24½; do., 6s, 1875, 85; Indianapolis and Cincinnati, 24¼; Rutland R. R., 30; Boston Water Power Co., 15½; Cary Imp. Co., 9⅛; Ophir (N. S.) Gold, 95c.; Short Mt. Coal, 20; New Hampshire 6s, 1872, 100; Rhode Island 6s, 1882, 100⅛; Massachusetts 6s, 5-20s, currency, 102¾; Maine 6s, 1871, 100⅛; Cincinnati 7 3 10s, 10 20s, 103¼; Chicago 6s, W. L., 99; Portland 6s, 1876, 97½; Bath 6s, 1891, 96⅛; St. Louis 6s, 1882, 85; Cambridge 5s, 1882, 90½; Albany 6s, 1896, 95¼; do., 1888, 96¼; do., 5s, 1872, 90; Salem 6s, 1883, W. L., 100⅜; Charlestown 6s, 1874, W. L., 98⅛; Louisville 6s, 1886, 81½; Boston 5s, 1875, gold, 112¾; Boston Gas Light, 820; East Boston Gas, 28½; Bay State National Bank, 88¼; Columbian National Bank, 119¾; Everett National Bank, 107½; Eagle National Bank, 115½; Exchange National Bank, 150¼; Globe National Bank, 125¾; Hide and Leather National Bank, 97¾; Hamilton National Bank, 122; Merchants National Bank, 121½; Market National Bank, 111⅛; National Bank of Commerce, 125; National Bank of Redemption, 121¼; New England National Bank, 130⅜; Pawners' National Bank, 101¼; Revere National Bank, 137; State National Bank, 105⅛; Shoe and Leather National Bank, 128; Tremont National Bank, 123¼; Union National Bank, 128¼; Webster National Bank, 111; Washington National Bank, 129; Allouez Mining Co., 7⅝; Algomah, 37½c.; Bay State, 25c.; Hancock, 4¾; Phœnix, 10.

Baltimore.—Orange, Alexandria and Manassas bonds, 83; do., 2d mort., 75; Richmond and Danville bonds, 73; Virginia and Tonnessee 1st mort., 71½; Central Ohio R. R., 33⅜; Virginia 6s, old, reg., 48¾; do., 1866, 50; Balt. and Cuba S. & M. Co., 50; Atlantic Coal, 3; Com. and Farmers' Bank, 45; Union Bank, 58½; Mechanics' Bank, 11¼. The latest quotations are: Balt. and Ohio, —@120; do., 6s, 1875, 96@96¼; do., 1880, 96@96½; do., 1885, 95@96; Northern Central, 48@49½; do., bonds, 1885, 85½@86¾; do., 1900, 85@85¼; Parkersburg Branch, 20@25¾; N.W. Va., 1st mort., 96@—; do., 2d mort., 93@94; do., 3d mort., 1873, 91@92; do., unguaranteed, 20@—; Marietta and Cincinnati 7s, 1891, 91@92; do., 2d mort., 78¼@78½; Central Ohio, 35@36; do., 1st mort., 84¾@85⅛; Western Md. 6s, 1890, 80@84; do., guar., 92@95; do., 2d mort., guar., 91@92; Richmond and Danville bonds, 72¾@73; Baltimore 6s, 1875, 95@95½; do., 1886, 95@96¼; do., 1890, 95¾@95¾; do., 1893, 96@97; do., 5s, 1838–'70, 80@81; City Passenger R. R., 18@18½; George's Creek, 55@—; Santa Clara, 1.50@3.00; Atlantic Coal, 2.75@3.00.

☞ THE CENTRAL PACIFIC RAILROAD IS NOW BEING pushed forward with unprecedented energy, 250 miles having been added during the current year, and a large portion of the remainder is graded. The way business exceeds the present facilities of the company, and the earnings already average more THAN A QUARTER OF A MILLION IN GOLD PER MONTH. A limited amount of the Company's six per cent. First Mortgage Bonds (principal and interest in coin) will be disposed of at 103 and accrued interest in currency. Coupons payable July and January, in New York City. For sale by banks, bankers, agents for the loan, and by

FISK & HATCH,
Bankers and Dealers in Government Securities.
No. 5 Nassau street.

☞ PRINCIPAL AND INTEREST IN GOLD.—The First Mortgage fifty-year seven per cent. Sinking Fund Coupon Bonds of the Rockford, Rock Island, and St. Louis Railroad Company, principal and interest payable in GOLD COIN, *free of Government tax*, are for sale at the office of the Company, No. 12 Wall street, at 97½ per cent., and accrued interest in currency.

Pamphlets giving fuller information, may be had at the office.

Government and other securities received in exchange at market rates.

H. H. BOODY, Treasurer.

Union Pacific Railroad.

On Monday, 26th inst., the Union Pacific Railroad Company will have cars running over 860 miles of their road. Government bonds have been issued for 780 miles, and the President has signed the necessary order for making out and delivering those for the next 20 miles. The commissioners have already accepted 800 miles of road, and the necessary order has been signed fo the examination of the next 20-mile section. Cornelius Wendell has been appointed Commissioner vice Mr. White removed. The Board now consists of Frank Blair, Gen. Buford and Cornelin Wendell.

Great Western Railway of Canada.

From the accounts of the half-year ended July 31 last, the board have decided upon recommending a dividend at the rate of 2 per cent. per annum, free of income tax, reserving £2.000 for the renewal of ferry steamers and carrying forward to the current half-year the sum of £1,129 5*s*. This rate is just half that paid for the corresponding period last year.

☞ The new Suspension Bridge at Niagara Falls, commenced over a year ago, will be completed about the end of November. The bridge extends from a point just below the American Falls to a point on the Canadian side just below the Clifton House. The span is 1,264 feet and four inches, and the two cables are 1,900 feet long. In each cable there are seven wire ropes, each two and a half inches in diameter. The span is said to be longer than that of any other suspension bridge in the world.

☞ The Cincinnati, Hamilton and Dayton Railroad Company have declared a dividend of five per cent., in scrip, redeemable in first mortgage bonds of the Dayton and Michigan Railroad Company at par, and payable at the American Exchange National Bank, on or after the 26th inst. Scripholders can convert the same into bonds by applying to Lynde L. Jones, No. 137 Broadway, New York.

☞ The earnings of the Atlantic and Great Western Railway from the 1st April, 1868, (the commencement of the receiver's fiscal year,) to 31st August, 1868, were $1,859,902 15; for the same period last year, $2,117,944 58—decrease, $258,042 43.

☞ The Cleveland, Painesville and Ashtabula R. R. Co., have changed their name to the "Lake Shore Railway Company." Their transfer agents, the Farmers' Loan and Trust Company, are now issuing crrtificates of the new company.

Journal of Railroad Law.

WHEN A RAILROAD COMPANY IS LIABLE FOR DEATH CAUSED BY THE BREAKING DOWN OF A BRIDGE, AND RESPONSIBLE FOR INJURIES TO ITS EMPLOYEES.—TEST OF A STRONG BRIDGE.

The facts in the recent case of Faulkner, administrator, *vs.* The Erie Railway Co., (49 Barb, 324,) are as follows: The plaintiff recovered $5,000 damages on the trial of this action at the Tioga Circuit, in August, 1866. John C. Faulkner, the intestate, was an oilman and brakeman in the employ of the defendants, and while running on the defendants' road, was killed by the breaking down of a bridge of the defendants' over the Conhocton River, and the consequent fall of the car on which he was riding. The action is brought by his representatives, to recover damages for his death; and it is alleged that such death was caused by the negligence of the defendants in the care and maintenance of such bridge. The bridge was built in November, 1855, and broke down in May, 1865, from the effects of dry rot in some of its timbers. On the day before it broke it was examined by Gurmsey, who has charge of repairs on that division, and by Pratt, the division superintendent. They gave it a careful examination, applied the usual tests, watched the effect of a freight train passing over it while there, and pronounced it safe and sound. Evidence was given of the manner in which this bridge was built, and of the length of time bridges might safely stand without being rebuilt. There was no evidence of incompetency or want of skill on the part of Gurmsey or Pratt, or that the bridge was known to be defective before its fall. Evidence was given tending to show that a different mode of constructing this bridge would have made it stronger, but it was not shown to be a defective or unsafe bridge, in its original manner of construction.

The Judge submitted to the jury two propositions, to which the defendant excepted:

1st. If the bridge broke down in consequence of any defect in its construction which could have been avoided by the exercise of ordinary care and skill, the plaintiffs are entitled to recover.

2d. If the bridge broke down in consequence of having been used, without being rebuilt, longer than it was generally understood by competent persons having the care of railroad bridges, to be safe to use such bridges without rebuilding them, the plaintiffs are entitled to recover. This was an appeal from an order of the special term, denying a new trial, and from the judgment entered against the defendants on such order.

The opinion of the Court was delivered by Boardman, J.—There are certain legal propositions which the authorities cited by counsel sustain:

I. Ordinarily, the defendant is not liable for injuries to one of its employees occasioned by the negligence of another employee engaged in the same general business. Such employees on entering the service take upon themselves as an incident to the hiring, the ordinary risks and dangers arising therein, which includes the negligence or carelessness of their fellow servants. (Farwell *vs.* Bost. and Worc. R. R., 4 Metc., 49. Priestly *vs.* Fowler, 3 Mees. & Wells, 1.)

In addition to the general rule, these cases establish that no distinction arises from the different grades or ranks of the employees, nor from their being engaged in different kinds of work, provided the services tend to accomplish the same general purpose.

II. The defendant is, however, responsible for injuries to employees arising from its personal neglect, or from the want of ordinary care and precaution on the part of the master, in the selection of employees, appliances and machinery. (Ryan *vs.* Fowler, 24 N.Y. Rep., 410. Keegan *vs.* West. R. R., 8 N. Y. Rep., 175.)

I am satisfied by these cases, and by the law as therein laid down, that there was no negligence on the part of the defendant creating a liability for the damages suffered by the plaintiffs' intestate. This bridge was well built, of good sound materials, upon a plan in common use. The evidence as to its strength and capacity is abundant. There was, therefore, no original defect in its construction, constituting want of ordinary care, or negligence on the part of the defendants. This is true, or else the plaintiff is involved in the inconsistency of insisting upon a recovery on the ground that the bridge had stood so long under constant use, that the defendant was guilty of negligence in not rebuilding it. Both positions cannot be true. It could not have been so defective as to be dangerous, and yet stand so long as to become dangerous upon the presumption that it ought to be rebuilt by reason of its age. Besides, its destruction was in no sense due to any defect in its original construction, but to a process of natural decay, called dry rot. There is evidence showing Gurmsey, who inspected this bridge the day before its destruction, had had charge of bridges since 1848, and was one of the best men on the road; that Pratt, the division superintendent, had been in the employ of the defendant since 1850, as track master and superintendent. No question as to the competency or fitness of these men for their respective duties, appears to have been raised upon the trial. The defendant is not, therefore, liable by reason of employing incompetent, unskilful or improper persons. The defendant is not a guarantor of competency or fitness in its employees. It must affirmatively be made to appear that proper care was not employed in the selection of these agents, and that by the exercise of proper care these agents would have been rejected as incompetent. Nor is the defendant responsible for the insufficiency of this bridge, in the absence of notice, unless the company was ignorant of its condition through its negligence or want of proper care. It is not claimed that the company had any notice which could charge it with knowledge, except the length of time the bridge had been standing. That was not an unusual time. Other bridges have been standing much longer. Every bridge must be judged by its exposure, its length of span, its materials, its means of protection. While this is an important element, the other considerations are equally important. All taken together, upon an examination, must have weight upon the necessity of a rebuilding of the bridge. Here, too, the skill and competency of the bridge builder is brought into action. His error of judgment is not the negligence of the company. The decision should be based upon a skilful examination by competent persons. The time cannot be fixed and limited by the verdict of a jury. Each case must be judged of by itself. The bridge had every appearance of being sound and safe; it was examined and tested and watched, under the weight of a train of cars on the day before the accident happened, by the repairer of bridges and the superintendent of that division, and was deemed entirely sound and safe. I do not see what more could have been legally required of the company in the exercise of proper care than was done in this case. If this was negligence in the defendants, then a latent defect in a steam boiler, a rotten plank in a ship, a flaw in an iron rail, an unknown weakness in a factory door or wall, would charge the master with all the damages suffered by his employees in consequence. In the case of common carriers, the liability would be as broad in case of employees as passengers, for injuries resulting from accidents like the one in question. On the contrary, I am convinced they must have notice of such defects, or else have neglected to use the ordinary care and skill which would have given knowledge. I am confirmed and supported in the conclusion to which I have come, by the opinion of Mr. Justice Marvin, in the case of Lucy A. Warner, adx. *vs.* The Erie Railway Co., (Mss.) in an action for damages, in causing the death of the plaintiff's husband by the falling of the same bridge, and on the same occasion. The evidence, so far as it appears, was substantially the same, and the judge by a very satisfactory process of reasoning, reaches the conclusion, that the complaint should be dismissed.

I think the defendants' motion for a non-suit should have been granted; that the judgment and order appealed from should be reversed, and a new trial granted, costs to abide the event.

Concord and Claremont Railroad.

A correspondent of the Boston *Journal*, writing from Concord, October 14, 1868, says it is stated that Concord's appropriation of $50,000 will secure, in connection with the funds heretofore voted by various places, the speedy extension of the Concord and Claremont Railroad from its present terminus at Bradford, to the Connecticut River, and then adds:

This will be one of the most important of the railroad enterprises now being agitated by the people of New Hampshire. When Concord and Claremont are connected with iron bands, only two links will be required to form what is said would be the most direct railroad chain from Portland to Chicago and the great West. One of those links would be the short distance from Claremont to Cavendish, Vt., on the Rutland line, and the other eastward from Concord, through Pittsfield to Rochester, to meet the railroad which will soon connect that place with Portland. The Vermont people say that after the Claremont extension is finished they will connect that route with Cavendish, if citizens of this State will take care of the Concord and Rochester section. The advantages which would accrue to this Commonwealth from a grand trunk line from Portland through central New Hampshire to the West cannot be estimated. Immediate steps will be taken by Concord toward securing this great railroad channel. Corresponding action will also be taken by Pittsfield and the other interested towns between this city and Rochester.

☞ Work is progressing on the machinery for the new rolling mill of the Baltimore and Ohio Railroad Company at Cumberland, Md. It is intended to have it all ready by next summer, and the construction of the buildings will be commenced in the spring.

Boston and Albany Railroad.

A special meeting of the stockholders of this company was held in Boston on the 15th inst., to take some action on the act authorizing "Railroad Corporations to subscribe to the capital stock of Steamship Corporations, duly chartered by the laws of this Commonwealth." There was a large attendance, over which Mr. Chester W. Chapin, President of the road, presided. The Chairman explained the object of the meeting, which was to consider an act of the Legislature of June last, which required action within six months. Application was made to that (the Boston and Albany) Board to aid in some manner the American Steamship Company. They seemed to prefer subscription on their stock. A committee was appointed at an early day by the Board, who had considerable correspondence with the company on that subject, and finally intimated to them that they did not deem it expedient for the railroad to become subscribers to their stock, but they hinted that a loan might be made which would accomplish the object they desired, viz: the prevention of the sale of their vessels. They then made a proposition to the Board for a loan of $500,000 upon bonds, which would mature within thirteen months, and bear interest at the rate of 7 3-10 per cent. The Board, however, come to the conclusion that the question involved such consequences that they resolved to lay it before the stockholders, and this meeting was called accordingly.

Mr. Peter T. Homer thought great care should be taken in dealing with the subject. It was not profitable for railroads in the present state of things to attempt ocean navigation, and with the great demands made upon the road now, would demand all the spare capital. He therefore moved that the question should be indefinitely postponed.

A stockholder seconded Mr. Homer's motion.

Mr. William M. Wells was in favor of a loan of half a million dollars, provided that the company would build the new vessels on the Clyde, so that the Board might have a sufficient mortgage.

Judge Warren, as a trustee of stock, representing large interests, had come there to vote against the proposition, and should accordingly vote for the indefinite postponement. It would be a most dangerous precedent, and if this $500,000 should be lost it would take nearly five hundred years to make the loss good from the earnings of the road.

Mr. Josiah Quincy, as a shareholder, wished the corporation to go on as it was at present, and that stockholders should still have their ten per cent. guaranteed them, and as he considered it would be for the interests of Boston, and would be a perfectly secure investment, he should vote for the proposition.

Mr. Francis Lowell opposed the loan, as did also Col. Seaver.

Mr. Brigham thought the question one of great importance, and one that the meeting could not fully consider. He therefore moved that the matter be referred to a committee of seven—four stockholders and three directors, to investigate the whole subject, and to report at an adjourned meeting of the corporation.

Mr. Homer was of opinion that the present meeting could investigate the matter as well as a committee of seven. He hoped those present would be able to judge upon the question as well as any committee, and hoped it would not be referred.

After a few remarks from Mr. Pickering, who opposed the loan, and Mr. Charles M. Ellis, who thought railroad companies might as well take up the business of selling quack medicines or shoe pegging as to undertake navigation, the sense of the meeting was taken upon the question. Some five or six shareholders only voted that the subject be referred to a committee, and the motion was declared lost. The question of indefinite postponement was then put, when it was carried by an overwhelming majority.

The meeting then adjourned.

Pittsburg, Ft. Wayne & Chicago Railway.

The following is a statement of the approximate earnings and expenses of this company during the month of September, as compared with the same period of the year 1867:

	1868.	1867.
From freight	$476,525 01	$405,129 19
" passengers	258,638 96	239,743 63
" express matter	10,257 00	7,987 50
" mail	7,825 00	7,825 00
" rent of railway	7,083 34	7,083 34
" miscellaneous	1,000 00	1,268 16
Total	$761,329 31	$669,036 82
Expenses	428,968 38	383,945 13
Net earnings	$332,360 93	$285,091 69

This shows an increase in earnings of $92,292 49; with an increase in expenses of $45,023 25—making the increase in net earnings, $47,269 24.

The earnings and expenses from January 1 to September 30, compare as follows:

	1868.	1867.
Earnings	$5,768,702 28	$5,193,000 45
Expenses	3,605,758 27	3,596,944 77
Net earnings	$2,162,944 01	$1,596,055 68

This shows an increase in earnings of $575,701 83; with an increase in expenses of $8,813 50—making the increase in net earnings, $566,888 33.

Commerce of New York.

The foreign imports at New York for the month of September, are officially stated as follows:

	1867.	1868.
Entered for consumpt'n	$13,149,846	$14,152,546
Do. for warehousing	6,676,707	6,804,640
Free goods	854,987	1,421,652
Specie and bullion	345,669	906,558
Total entered at port	$21,027,209	$23,285,396
Withdrawn fr. wareh'use	9,928,471	10,935,659

The foreign imports at New York for the nine months from January 1st, were:

	1867.	1868.
Entered for consumpt'n	$102,707,255	$99,276,088
Do. for warehousing	91,314,804	85,381,396
Free goods	8,442,128	8,298,432
Specie and bullion	2,499,215	5,918,721
Total entered at port	$204,963,402	$198,874,637
Withdrawn fr. wareh'se	87,466,308	79,364,327

The revenue from customs at New York, were:

	1867.	1868.
In Sept	$11,712,164 78	$12,916,782 29
Prev. 8 months	81,483,422 29	76,684,265 33
Total 9 months	$93,195,587 07	$89,601,047 62

The exports from New York to foreign ports in the month of September, were:

	1867.	1868.
Domestic produce	$11,102,100	$11,316,492
Foreign free goods	9,498	80,593
Do. dutiable	890,851	803,255
Specie and bullion	2,201,958	1,954,723
Total exports	$14,204,407	$14,155,063
Do. exclusive of specie	12,002,449	12,200,340

The exports from New York to foreign ports for nine months from January 1st, were:

	1867.	1868.
Domestic produce	$128,032,152	$113,707,570
Foreign free goods	341,000	541,009
Do. dutiable	6,202,151	5,715,541
Specie and bullion	42,032,108	66,333,870
Total exports	$176,607,411	$186,297,990
Do. exclusive of specie	134,575,303	119,964,120

Boston, Hartford and Erie Railroad.

At a meeting of the Executive Council held in Boston on the 14th inst., the Governor communicated to the members his views upon acts passed by the Legislature of 1867 granting aid to construct this road. He refers to the favorable report of the Commissioners, Messrs. George Tyler Bigelow, Emory Washburn and S. Ashburner, and states the method which he has adopted in his investigation of the subject, in order to feel assured that the aid voted by the State should not be misapplied. The Governor has given the whole subject a long and patient investigation, and proposed, in concluding his remarks, the following order, which was adopted by the Council:

Ordered, That upon the due cancellation of the bonds taken up by the Boston, Hartford and Erie Railroad Company, which were secured by the underlying mortgages referred to in chapter 284, section 2, of the acts of 1867, or the stamping of them in a form and manner to be approved by the Governor, so as effectually to prevent their being negotiated hereafter—such cancellation or stamping to be done under the direction of the Commissioners—and upon the execution of a bond with personal sureties to the satisfaction of the Governor and Council in the penal sum of $1,000,000, with condition as provided in the same section above referred to, and upon the execution of the agreement mentioned in section 8 of the same statute, and the delivery of the Berdell mortgage bonds therein provided for, scrip of the Commonwealth shall be issued and delivered to the Treasurer of that Company to the amount of $100,000, to be expressed in the currency of Great Britain.

Bridging the Connecticut River.

Messrs. A. D. Briggs & Co., of Springfield, Mass., have made a contract with the Shore Line R. R. Co. to build the drawbridge across the Connecticut River at Lyme. The bridge is to consist of five spans of 175 feet each, three of which will be east of the draw and two west. This leaves about 175 feet at the west end not included in the contract, the character of the bridge over that portion not yet having been decided upon. It is now contemplated to either have a pile bridge over this portion or build out a solid dock. The length of the draw is to be 275 feet, and allowing 35 feet for the central pier leaves 120 feet clear. The piers are to be made of cast iron cylinders, each cylinder to be driven over a cluster of twelve piles, and the interstice filled with concrete. The draw is to be of iron, and the rest of the bridge will be constructed on the Howe plan. The cost of the whole structure will be about $200,000. The work is to completed June 15, 1869, and the contractors hope to get down the three eastern piers this fall.

☞ The citizens of Barre, Rutland and Holden have had a route for a new railroad surveyed the past summer. The point of departure was near Sterling Junction, on the Northern (N. H.) Railroad, and the terminus near Smithville, 19½ miles from Sterling Junction.

☞ The Taunton Locomotive Works have just completed a fine new locomotive for the Boston and Providence Railroad. It is called the "Gov. Clifford."

☞ The Lehigh Coal and Navigation Company have voted, 34,000 to 500, to accept the lease or contract proposed to be made with the Nesquehoning Valley Railroad Company.

Chicago and St. Paul Railroad.

Negotiations, which have been for some time in progress, have at length been consummated, whereby the Chicago and St. Paul Railroad Company have transferred their land grant, road, assets, &c., to a new company, consisting of the President and leading directors and stockholders of the Chicago and Northwestern and Milwaukee and St. Paul Railroad Companies.

The transfer was made upon very liberal terms by Mr. Edmund Rice, who retains a leading official position in the new company. His untiring efforts so long prosecuted in the face of every obstacle to build the road are at last, we are glad to say, to be rewarded with success, though the success of the enterprise has been purchased only by the most generous sacrifices on his own part.

The new company have taken hold of the enterprise in earnest. They have subscribed to the stock of the company two millions of dollars, divided among twenty of the heaviest capitalists connected with the above companies. They propose to resume the construction of the road this Fall, and to push it to completion within two years, on condition, however, that the various towns on the river interested in the line shall subscribe certain amounts, some of them already pledged, toward the cost of construction. St. Paul is regarded as under an implied pledge to issue the bonds of the city to the amount of $109,000 in aid of this important enterprise. There can hardly be a doubt that with such an assured prospect of an early completion of the road as is now afforded, the various towns and cities on its line will subscribe liberally in its aid. A direct communication between Winona and the Milwaukee and Chicago lines is already approaching completion, and Winona has subscribed $100,000 toward the construction of a railroad bridge at that point. The building of the hundred miles of road between St. Paul and Winona will thus supply the only link necessary to complete an air-line connection between St. Paul and Chicago. The importance to St. Paul of so short and direct a communication with Chicago can hardly be over-estimated. The whole system of railroads centering at this point will receive the benefit of it, and in their turn will pour through this channel reciprocal benefits into Chicago.

With the now certain completion at no distant day of the Northern Pacific Railroad, the Chicago and St. Paul Road will form an important section of the great northern highway between Lake Michigan and the Pacific, and make St. Paul one of the most important gateways of the vast commerce that is to flow between the oceans. We trust that our citizens may neglect no means to stimulate the progress of this important work.—*St. Paul Press.*

Sheboygan and Fond du Lac Railroad.

This road has during the past season received a new impetus. Parties are now controlling and operating is who are fully awake to the importance of securing the carrying trade of the Sheboygan County, and a fair share of Fond du Lac, Green Lake and the counties northwest to the Upper Mississippi. Contractors are engaged in grading through the ridge a few miles east of Fond du Lac, and the trains now run to Calvary station, about eleven miles from the point last named. Fond du Lac County gives $150,000 to complete the road to Ripon. About 500 operatives are employed on the line between the present western terminus and Fond du Lac. Mr. S. M. Barrett, the President of the company, is superintending the construction of the road in person, while Mr. Harrison Barrett, of Sheboygan, is the General Manager and Superintendent of the road. The most rigid economy is practiced. Cars, platform, freight and passenger, are manufactured at the company's shops at Sheboygan. The track is well ballasted, smooth and even. Bridges are manufactured at the eastern terminus and transported out on the line as occasion requires. Mr. D. C. Daggett, is Master Machinist, and Mr. J. A. Martin, Master Mechanic. The completion of the Flint and Pere Marquette Railway to Ludington, a point on the eastern shore nearly opposite Sheboygan, will materially shorten the lines of travel by operating in connection with the Sheyboygan road, and afford transportation facilities for the productions of this region, far superior to any in existence now.—*Cor. Milwaukee Wisconsin.*

☞ The work of laying the rails on the Columbia and Port Deposit Railroad, on the route to Octorora Creek, the intended terminus, has been commenced.

☞ The contract for grading the Vineland Railroad from Delaware Bay to the crossing of the West Jersey Railroad, in Bridgeton, has recently been re-let. It is expected that the work will be commenced immediately. Surveys are also to be made for the purpose of letting the road from Vineland to Winslow.

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FIFTH EDITION, Revised, issued July, 1868. Sent on receipt of six cents in stamps.

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SAMUEL RAYNOR & CO., 115 & 117 William street, N. Y.

Manufacture every style of Envelopes, from the smallest Omg size to the largest official size, including Manilla Envelopes of various patterns used by RAILROAD AND EXPRESS COMPANIES. All well made and gummed in the best manner, and sold at the lowest prices.
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Best French and German makes.
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Body 11+8. Corner Posts, Bottom and Sides of Iron. 33in. wheels. Gauge 4 ft. 8½ inches. Can be delivered in ten days.

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850 Miles Completed.

A limited amount of the First Mortgage Bonds of the Union Pacific Railroad Company are offered to the public, as one of the safest and most profitable investments.

1. They are a first mortgage upon the longest and most important railroad in the country.

2. By law they can be issued to the Company only as the road is completed, so that they always represent a real value.

3. Their amount is limited by act of Congress to Fifty Million Dollars on the entire Pacific line, or an average of less than $30,000 per mile.

4. Hon. E. D. Morgan, of the United States Senate, and Hon. Oakes Ames, of the United States House of Representatives, are the Trustees for the bondholders, to see that all their interests are protected.

5. Five Government Directors, appointed by the President of the United States, are responsible to the country for the management of its affairs.

6. Three United States Commissioners must certify that the road is well built and equipped, and in all respects a first class railway, before any bonds can be issued upon it.

7. The United States Government lends the Company its own bonds to the same amount that the Company issues, for which it takes a second mortgage as security.

8. As additional aid, it makes an absolute donation of 12,800 acres of land to the mile, lying upon each side of the road.

9. The bonds pay six per cent. in gold, and the principal is also payable in gold.

10. The earnings from the local or way business were over FOUR MILLION DOLLARS last year, which, after paying operating expenses, was much more than sufficient to pay the interest. These earnings will be vastly increased on the completion of the entire line in 1869.

12. No political action can reduce the rate of interest. It must remain for thirty years—*six per cent. per annum in gold*, now equal to between eight and nine per cent. in currency. *The principal is then payable in gold.* If a bond, with such guarantees, were issued by the Government, its market price would not be less than from 20 to 25 per cent premium. As these bonds are issued under Government authority and supervision, upon what is very largely a Government work, they must ultimately approach Government prices. No other corporate bonds are made so secure.

13. The issue will soon be exhausted. The sales have sometimes been half a million a day, and nearly twenty millions have already been sold. About ten millions more may be offered. It is not improbable that at some time not far distant, all the remainder of the bonds the Company can issue will be taken by some combination of capitalists and withdrawn from the market, except at a large advance. The long time, the high gold interest, and the perfect security, must make these bonds very valuable for export.

All the predictions which the officers of this Company have made in relation to the progress and business success of their enterprise, or the value and advance in the price of their securities, have been more than confirmed, and they therefore suggest that parties who desire to invest in their bonds *will find it to their advantage to do so at once.*

The price for the present is 102 and accrued interest at 6 per cent., from July 1, 1868, in currency.

Subscriptions will be received in New York

At the Company's Office, No. 20 Nassau St.,
AND BY
John J. Cisco & Son, Bankers,
No. 59 Wall St.,

And by the Company's advertised Agents throughout the United States.

Bonds sent free, but parties subscribing through local agents, will look to them for their safe delivery.

A NEW PAMPHLET AND MAP WAS ISSUED Oct. 1st, containing a report of the progress of the work to that date, and a more complete statement in relation to the value of the bonds than can be given in an advertisement, which will be sent free on application at the Company's offices or to any of the advertised agents.

JOHN J. CISCO, Treasurer, New York.
OCT. 6, 1868.

To Railroad Companies.

We beg to call the attention of Managers of Railways and Contractors throughout the United States and Canada to our superior facilities for executing orders at manufacturers prices for all descriptions of both AMERICAN and FOREIGN

RAILROAD IRON.

We are always in a position to furnish all sizes, patterns and weight of Rail for both Steam and Horse Roads, and in any quantities desired, either for IMMEDIATE or REMOTE delivery, at any port in the United States or Canada, and always at the very lowest current market prices. We are also prepared to supply

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of American and Foreign manufacture, rolled to any desired pattern and weight per lineal yard, and of approved lengths. Contracts for both IRON AND STEEL RAILS will be made payable in United States currency for American, and in either currency or gold (at the option of the buyer) for Foreign; when desired, we will contract to supply roads with their monthly or yearly requirements of STEEL OR IRON RAILS, taking their

OLD RAILS IN TRADE FOR NEW

furnished, receiving the difference in cash, and allowing the highest market price for their Old Rails, and, if necessary, receiving the latter after the delivery of the New Rails.

Orders for Foreign Rails, both Steel and Iron, will be taken for transmission by Mail or through the Cable to our

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58 OLD BROAD STREET,

for execution at a fixed price in Sterling, or on commission at the current market price abroad when the order is received in London; shipments to be made at stated periods to ports in America, and at the lowest possible rates of freights. Address

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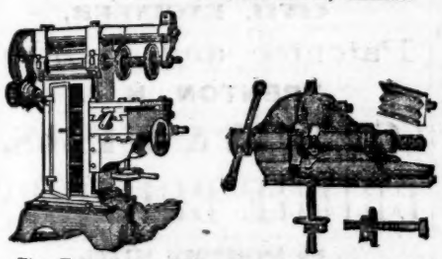

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are prepared, as Sole Agents in the United States for the Prussian Mining and Iron Co., of Duisburg, Westphalia, to contract or sell in quantities to suit purchasers (delivered in either New York or Philadelphia) the celebrated

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used so extensively for the manufacturing of

Bessemer Steel.

This iron is free from Sulphur and Phosphorous, and contains a heavy percentage of Manganese. The above are also ready to contract for, or sell to arrive,

STEEL RAILS

Manufactured by

G. ARNOLT & CO.,

of Dortmund, for which latter firm they also have the Sole Agency in the United States.

For particulars, samples, prices, or chemical analysis will be promptly forwarded on application. 3m32

PROPOSALS.

NOTICE TO RAILROAD CONTRACTORS.

OFFICE NEW YORK AND OSWEGO MIDLAND RAILROAD COMPANY,
ONEIDA, N. Y., September 14, 1868.

SEALED PROPOSALS will be received at the Office of the Company in Oneida, N. Y., until the 30th day of October, 1868, at noon, for the GRADING, MASONRY and BRIDGING of that portion of the New York and Oswego Midland Railroad, extending from Sidney Plains to the village of Walton, in Delaware County, a distance of about 22 miles. Also, for that portion of the line from Westfield Flats to Centreville, in Sullivan County, a distance of about 25 miles.

Proposals will also be received at the same time and place, for the Grading, Masonry and Bridging of the Delhi Branch, extending from the Main Line at Walton to Delhi, in Delaware County, a distance of about 16 miles.

The company will entertain separate proposals for Bridging only, both on the Main Line and Branch.

Plans, Profiles and Specifiations will be ready for examination at the office of the Resident Engineer, in the village of Walton, for that portion of the line in Delaware County, including the Delhi Branch, on and after the 20th day of October next, and also at the office of the Resident Engineer in Middletown, Orange County, for that portion of the line in Sullivan County, at the same date.

Contractors who may desire to examine the work will receive all necessary information at the respective offices of the Resident Engineers above named.

D. C. LITTLEJOHN, President.
W. B. GILBERT, Chief Engineer. 5t39

English Copper Co. Rails.

1,500 TONS of this well-known make, 56 lbs. per yard, "Erie" pattern, here and to arrive, for sale by

HEYERDAHL, SCHONBERG & CO.,
22 William street, New York.

2,000 TONS FISH-BAR RAILS, 56 lbs. per yard, of approved English make and section, for sale to arrive at this port.

Destination can be changed to Southern port if desired.

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For Steam, Gas and Water.

Every variety of Fittings

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Steam Engines, Machinery, Iron Steamers, and Vessels.

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Stationary, River, Marine, Side-Wheel and Propeller Engines;
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Gear and Wheel Book furnished on application.

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A FIRST CLASS LOCOMOTIVE WORKS, well located, capable of manufacturing 60 Locomotives per annum. Inquire of

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TESTIMONIAL.

Baltimore, Md., April 16, 1868.

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Circulars and Price Lists for Oils sold under the above Trade marks and Titles furnished on application to the Co.

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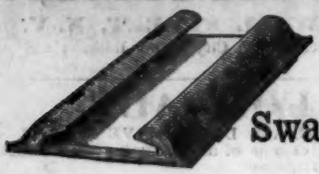

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WITH CONTINUOUS BASE AND LIPS

☞ The grain of the iron running across the line of the Rail, which gives them great additional strength over all others, and no liability to split. The Spike Holes being Punched within the Edge of the Lip, admits of one-half the Spike being recessed back in the solid metal, which cannot be done in the Rolled Chair.

☞ *All orders will receive prompt attention. Samples sent on application.*

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I AM NOW PREPARED TO FURNISH RAILROADS throughout the United States with my Patent Railroad Switches, by the use of which the *MAIN TRACK IS NEVER BROKEN,* and it is impossible for any accident to occur from the misplacement of switches.

The saving in rails, and the great saving in the wear of rolling stock, which is by this means provided with a level, smooth and firm track at switches, in place of the usual movable rails, and the consequent severe blows caused by the open joints and battered ends, is a matter deserving the especial attention of all railroad companies.

AS A MATTER OF ECONOMY ALONE this invention needs only to be tried to insure its adoption; but beyond the economy THE PERFECT IMMUNITY FROM ACCIDENT caused by misplaced switches is a subject not only of importance in respect to property saved from destruction, but it concerns *The Life and Limb of all Travelers upon Railroads.*

I refer to the Philadelphia and Reading Railroad Company, and to the New York and Harlem Railroad Company.

I am now filling orders for various other Railroad Companies, and I will gladly give any information in detail that may be desired.

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ESTABLISHED 1821.

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Pu dled Steel Rails.

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All the F and E Rails are guaranteed as to abrasion, perfect weld, and

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Steel and Iron Rails,

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